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NEW RAV4 REVEALED

Toyota's smash-hit SUV gets bold new look

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RAV4 GR SPORT

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ALPINE A390

Sporty crossover guns for Porsche

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NEW BMW M2 CS

Harder, faster, 530bhp coupé is here

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BYD DOLPHIN SURF

'Sophisticated and spacious' £18k EV

DRIVEN

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HEAD-TO-HEAD

New Bigster takes aim at king Qashqai

PLUS 10 BEST SMALL CAR BUYS REVEALED

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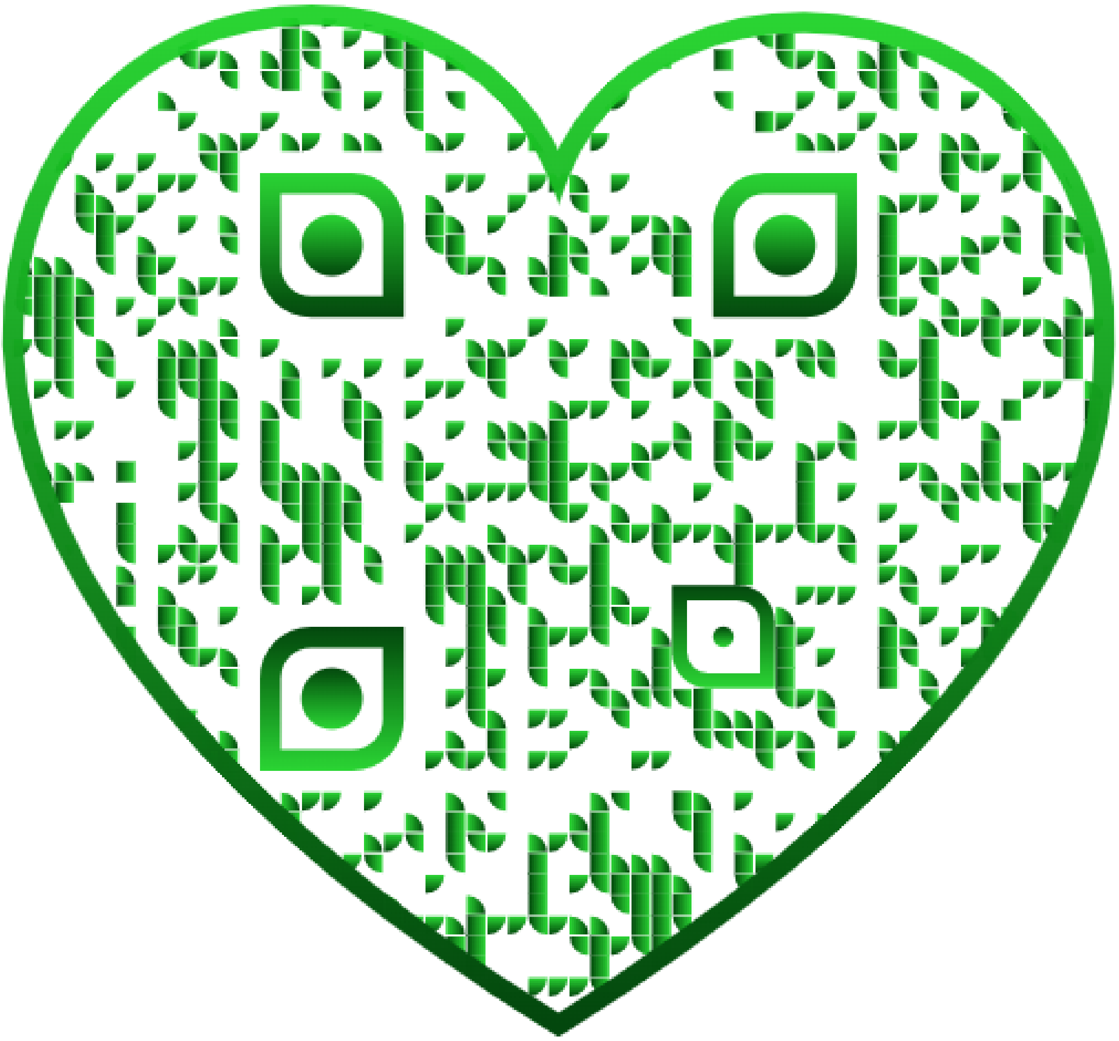

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AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

IT'S a conversation we're having often with industry figures – how do we kick the UK's electric vehicle market into life?

Truth is, the majority of EV drivers (with a few exceptions) won't ever go back to petrol or diesel. If it works for you, then it works. That likely requires the ability to charge at home, but the point remains that a high proportion of EV drivers are happy with their choice. Nissan's figures show 95 per cent want another EV; Ford says 89 per cent of EV drivers don't go back to ICE; and our own Carwow Group data at Auto Express shows that 82 per cent of EV drivers say the same tech would be their first choice when they change vehicles. So there's clearly very little regret from those who've made the switch.

> **"GOVERNMENTS FEEL THE CASE IS PROVEN THAT EVS ARE BETTER FOR AIR QUALITY, AND THEY DICTATE THE DIRECTION OF TRAVEL. THE EV TRANSITION IS COMING WHETHER WE LIKE IT OR NOT"**

So why is there still negativity about EVs? I get why full-on car lovers, people without off-street charging, and those who do regular journeys of more than 200 miles aren't keen. But for most, I think it's a comfort blanket of the familiar.

That's why we need to incentivise the transition. I'm not going to get into environmental arguments – that's a topic for another time – but governments feel the case is proven that EVs are better in terms of air quality, and they're the ones dictating the direction of travel. It's coming whether we like it or not.

But people clearly need a little help to convince them to go electric. It's worked brilliantly for company cars, because the Benefit-in-Kind tax regime has made EVs such a financial open goal. But for private buyers? Not so much.

Obviously, there's a question about whether we should be artificially boosting the EV market at all. If the tech is that good, why not give it time to be adopted organically rather than forced through? Humans are creatures of habit and, early adopters aside, tend to gravitate to what they know. Especially when there's scaremonger-fuelled fear that the regular journey you've managed in an ICE car for many years will suddenly become a problem-littered hell drive.

Two things that would help would be to reduce the cost of public charging – easily achieved by cutting the rate of VAT from 20 per cent to 5 per cent on electricity (as it is at home) – and by coming up with ways to boost the used market. More used demand means values rise, leasing rates go down and more people can go for a new EV.

PAUL BARKER

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EDITOR'S VIEW

Visit **autoexpress.co.uk** for all the latest new car news

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Electric 'sports car SUV' unveiled

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Concept heralds production car

OFFICIAL NI

REVEALED Next generation of Japanese firm's family SUV will be plug-in hybrid only in the UK, with 62 miles of electric range

Alastair Crooks

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THE wraps have come off the sixth-generation Toyota RAV4, a key model for the Japanese brand not only in the UK, but also globally.

Since the RAV4 arrived in 1994, it's been a staple of the family SUV class and the outgoing version proved as popular as ever, becoming the third best-selling car in the world last year.

The key to the RAV4's success over the decades has been its build quality, off-road capability and, in recent years, hybrid efficiency. This is something that will continue with the new model's full-hybrid and plug-in hybrid powertrain options, although only the latter will be offered in the UK.

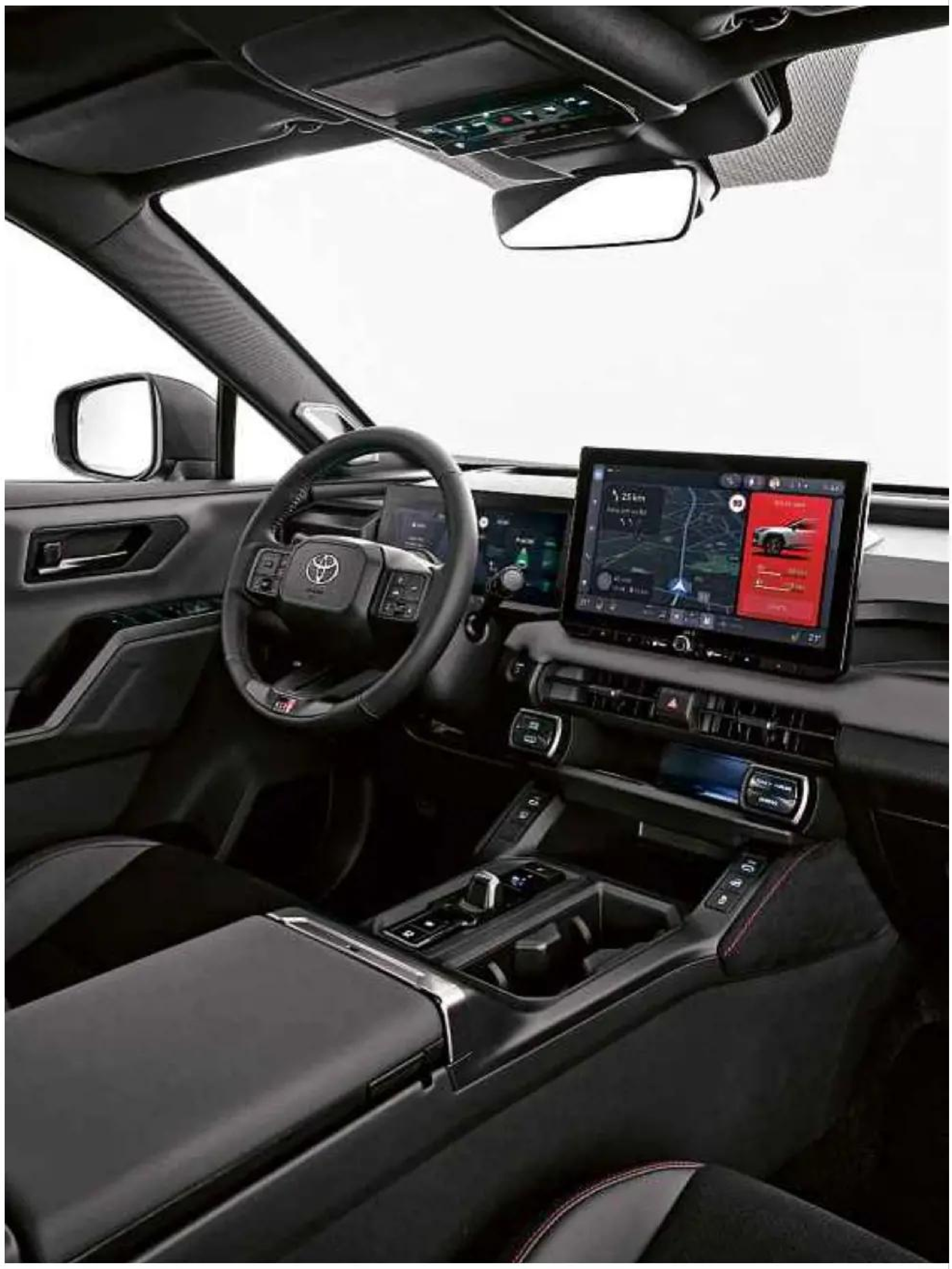
At the top of the new RAV4 range is the GR Sport trim, a spec added to the previous model's line-up in 2022. The specification adds 20mm to the RAV4's track, plus high-performance dampers, tuned springs, stronger rear bracing and tweaked power steering for what Toyota claims to be "increased engagement".

To make the GR Sport look different from the standard RAV4, it gets black 20-inch alloy wheels, a 'functional matrix' grille that's exclusive to the model, GR badging and some tweaks inside - including aluminium pedals, suede sports seats, red stitching and red accents throughout. As a seemingly tenuous link to Toyota's WRC campaign, there are even knee pads on the centre console – just in case you decide to throw the RAV4 around a rally stage.

The newcomer retains similarly upright proportions to the outgoing RAV4, while the front end features a set of C-shaped LED headlights, similar to the ones found on the new Prius and facelifted bZ4X. Blocky surfacing hints at its rugged off-road appeal, along with plastic wheelarch extensions. At the rear, a new RAV4 logo sits between the rear lights – themselves embedded in a black piece of trim on the tailgate.

Other markets also get an 'outdoor-inspired' Woodland trim with a raised ride height, exclusive paints, all-terrain tyres and a reshaped grille and front bumper, but choices in the UK will initially be limited to the GR Sport and standard RAV4.

Sitting on a revised version of the previous RAV4's TNGA G-AK platform, the new car continues with hybrid power and now comes with the option of front or four-wheel drive,



SPORTS TRIM
Toyota has chosen racy GR trim with which to launch its new SUV. It even gets rally-inspired Alcantara knee pads in the cockpit (above)

EW TOYOTA RAV4

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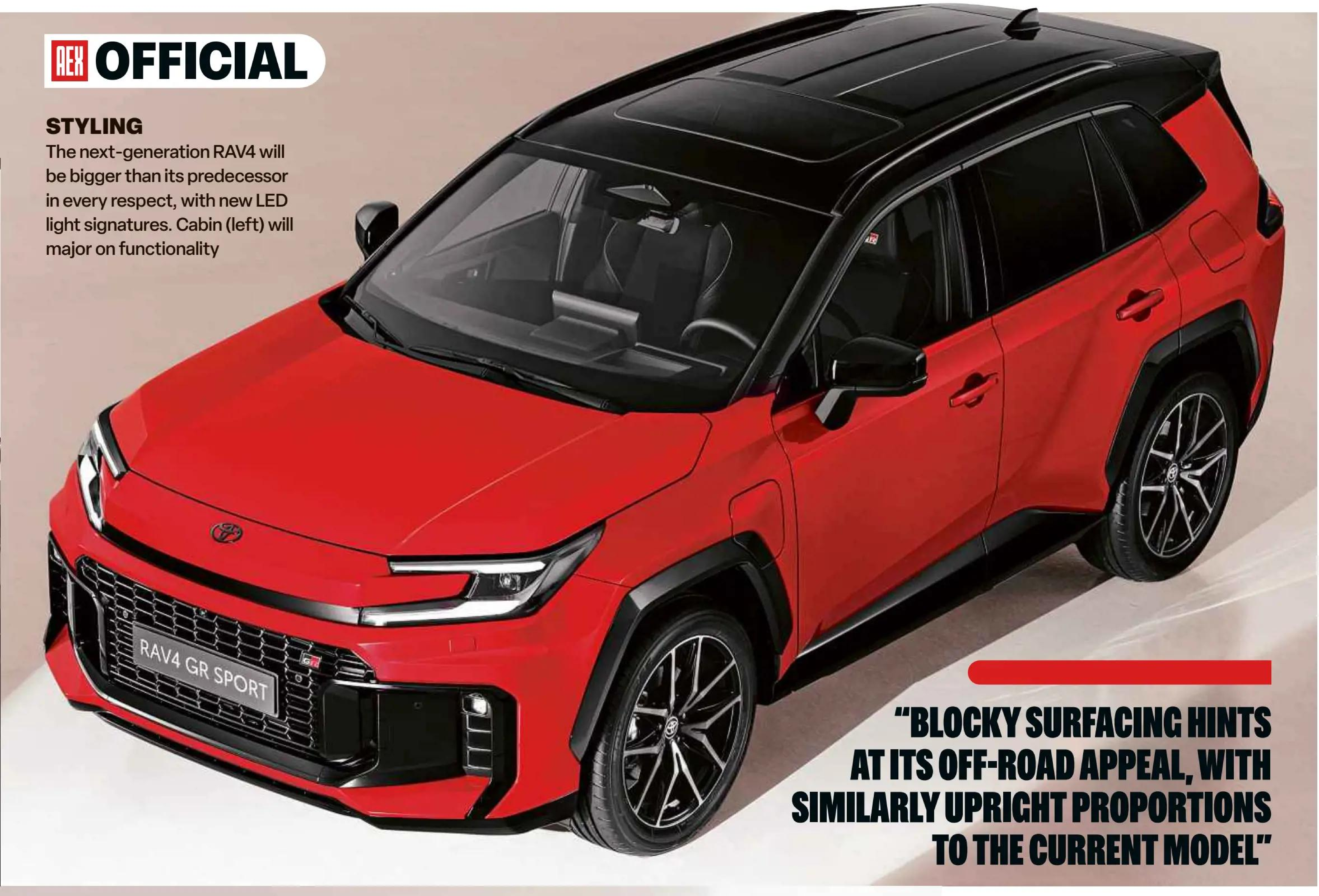


STYLING
The next-generation RAV4 will be bigger than its predecessor in every respect, with new LED light signatures. Cabin (left) will major on functionality

> **"BLOCKY SURFACING HINTS AT ITS OFF-ROAD APPEAL, WITH SIMILARLY UPRIGHT PROPORTIONS TO THE CURRENT MODEL"**

the former being the first RAV4 not to be all-wheel drive. Both use Toyota's proven 2.5-litre four-cylinder petrol engine from the existing car.

The front-wheel-drive plug-in hybrid has a larger 22.6kWh battery (up from 18.1kWh) that gives it as much as 62 miles of electric range – an increase of 18 miles over the old RAV4 PHEV. The system can also take a 50kW charge, meaning it will replenish 10 to 80 per cent of its energy in 30 minutes. There's also a new 11kW AC charger, which is twice as fast as the previous version, giving a 10 to 80 per cent top-up in around three hours. To ensure the range figure Toyota quotes is consistent, there's improved cooling over the old

RAV4 PHEV with a revised thermal management system to maintain it at an ideal operating temperature for efficiency and charging performance.

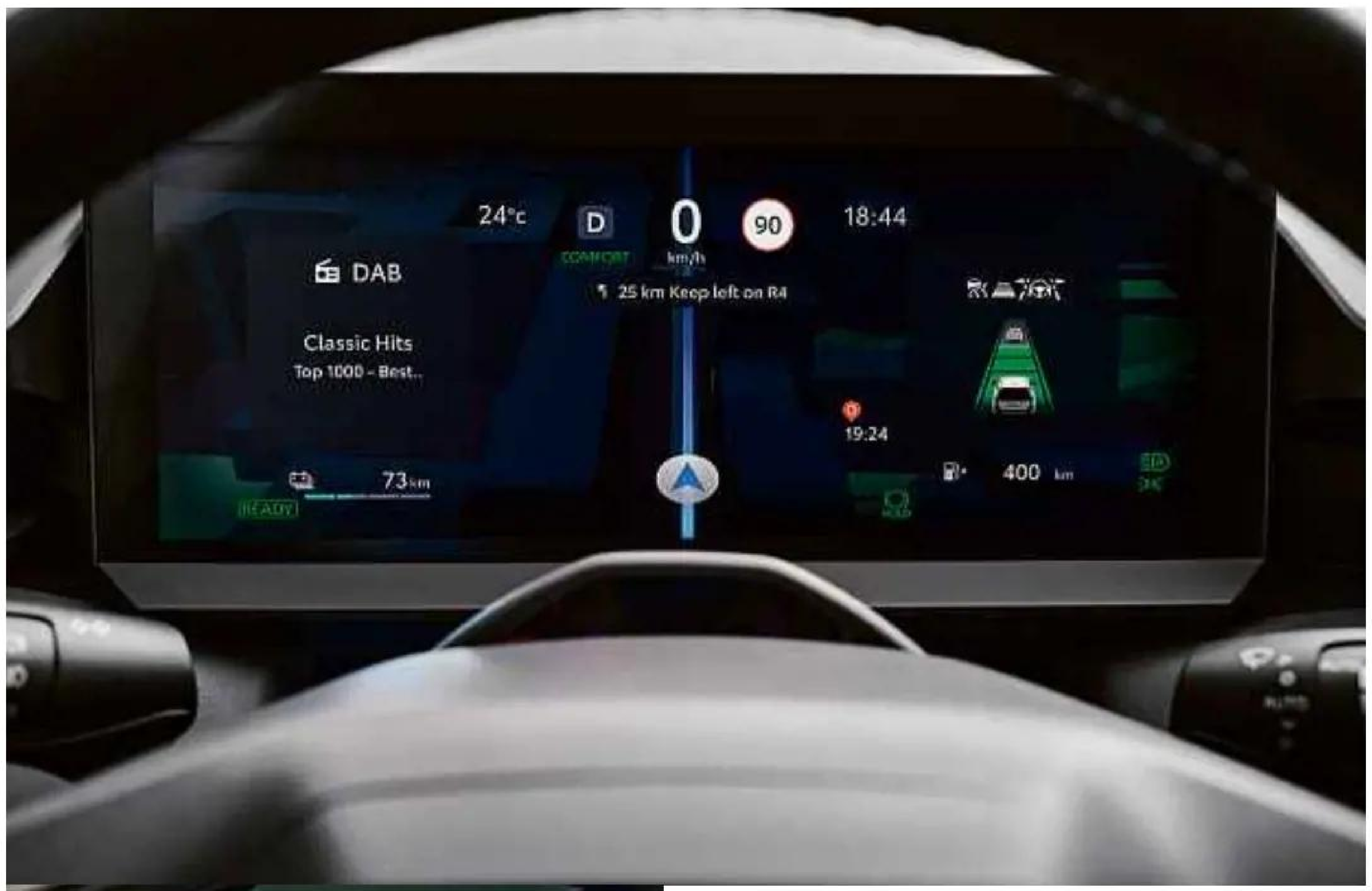
In terms of performance, the front-wheel-drive model delivers 264bhp, while the four-wheel-drive version has 300bhp. Although that's slightly detuned (due to European emissions regulations) from the 320bhp North American RAV4 PHEV, the UK model will still boast a 0-62mph sprint time of just 5.8 seconds. The SUV should also be better to drive than before, too, thanks to a 10 per cent stiffer body and improvements to its refinement. Plus, a fresh terrain response system has been added to give it uprated off-road ability.

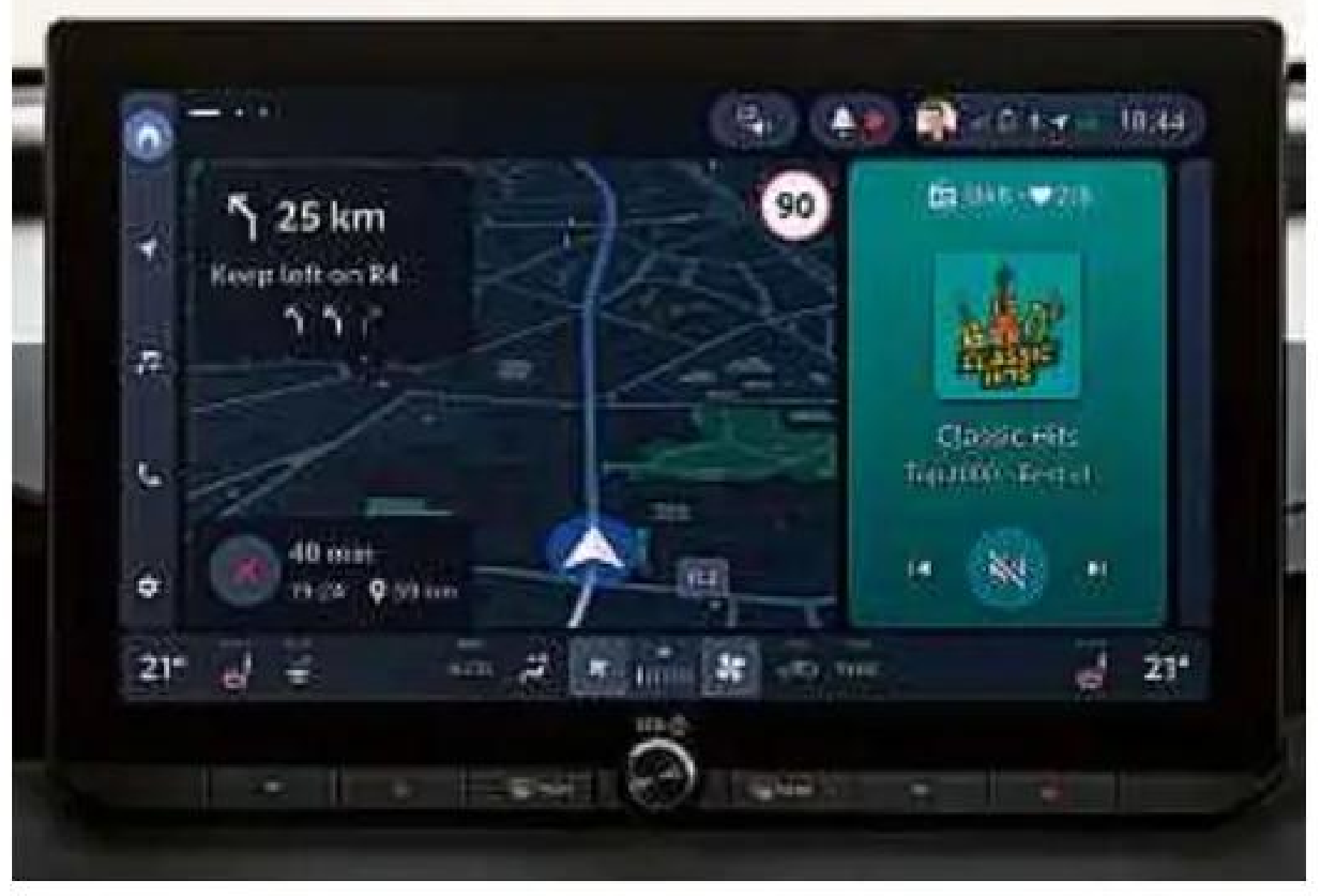
In the GR Sport there are also track, snow and normal modes, which are activated not after delving through layers of infotainment menus, but by large physical buttons on the centre console – this is a traditional user-friendly cabin, which is no bad thing.

The full-hybrid edition, which went off sale in the UK towards the end of the current RAV4's lifespan, will be offered in other markets, but not in Britain. That's no great surprise, given that 80 per cent of fifth-generation RAV4 sales were plug-in hybrids. Nevertheless, it's still a shame, because there's now a more powerful 188bhp hybrid in the all-wheel-drive model and a 181bhp set-up in the front-wheel-drive version.

Inside, you'll find a new 12.9-inch central touchscreen – apparently designed with European customers in mind – giving the driver key information in one view, along with customisable shortcuts and an overall "user-centric experience", according to Toyota. In front of the driver, there's a 12.3-inch screen, which can also integrate the car's sat-nav, and a revised head-up display. In addition, functions like the nav, media, climate and vehicle control commands can be managed via a new voice assistant, plus there's wireless Apple CarPlay and Android Auto, too.

Sitting at 4,617mm long, 1,879mm wide and 1,686mm tall, the RAV4 (in GR Sport trim, at least) is larger in every way than the old car. While UK specifics regarding interior space are yet to be announced, other markets have quoted up to 17 litres of extra boot space – which would create around 537 litres of capacity. The RAV4 is also a so-called 'software-defined vehicle', enabling it to be upgraded more easily throughout its life via over-the-air updates.





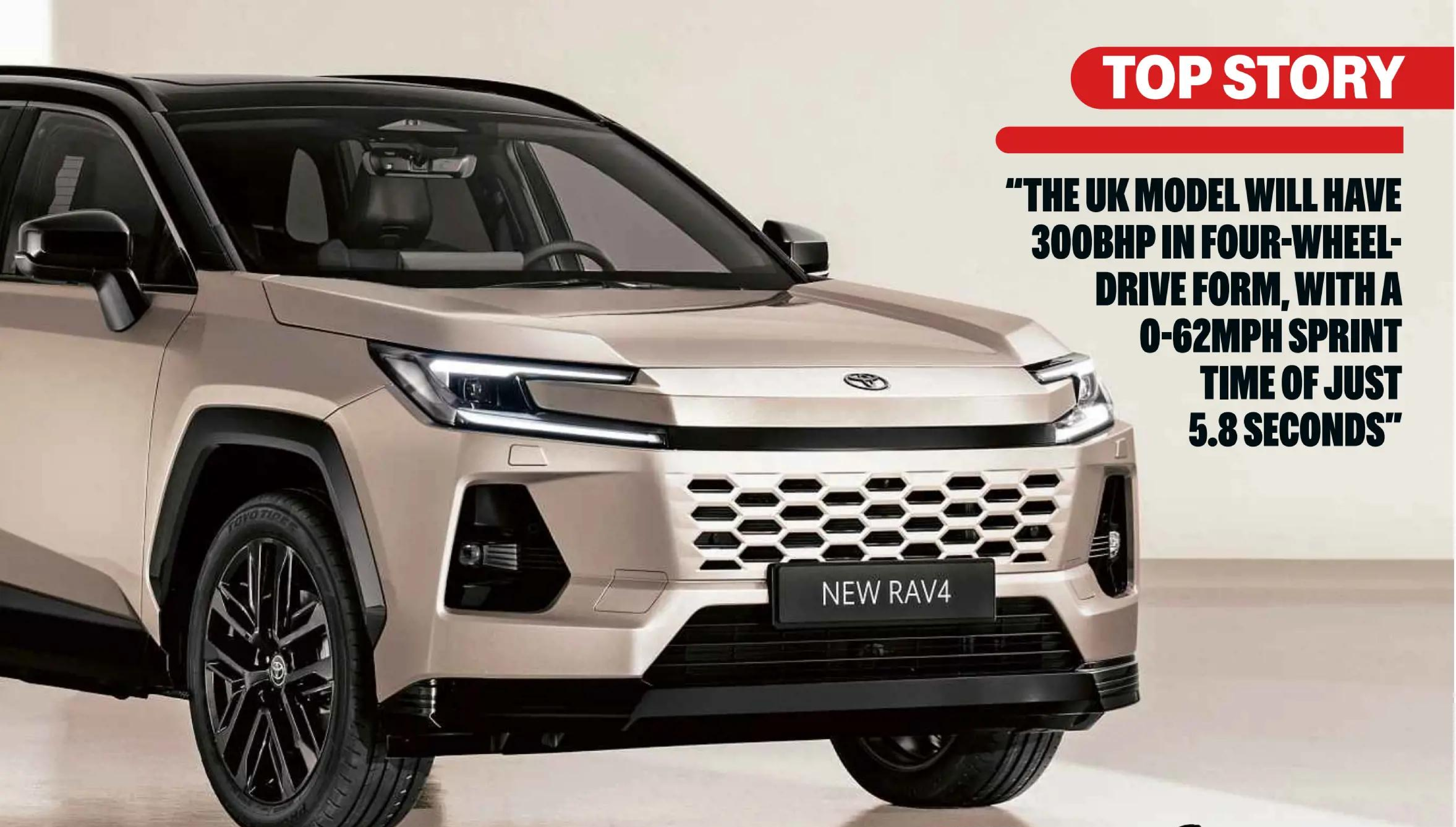
"THE NEW TOYOTA RAV4 IS ALSO A SOFTWARE-DEFINED VEHICLE, WHICH WILL ENABLE IT TO BE UPGRADED MORE EASILY THROUGHOUT ITS LIFETIME VIA OVER-THE-AIR UPDATES"

PRACTICALITY

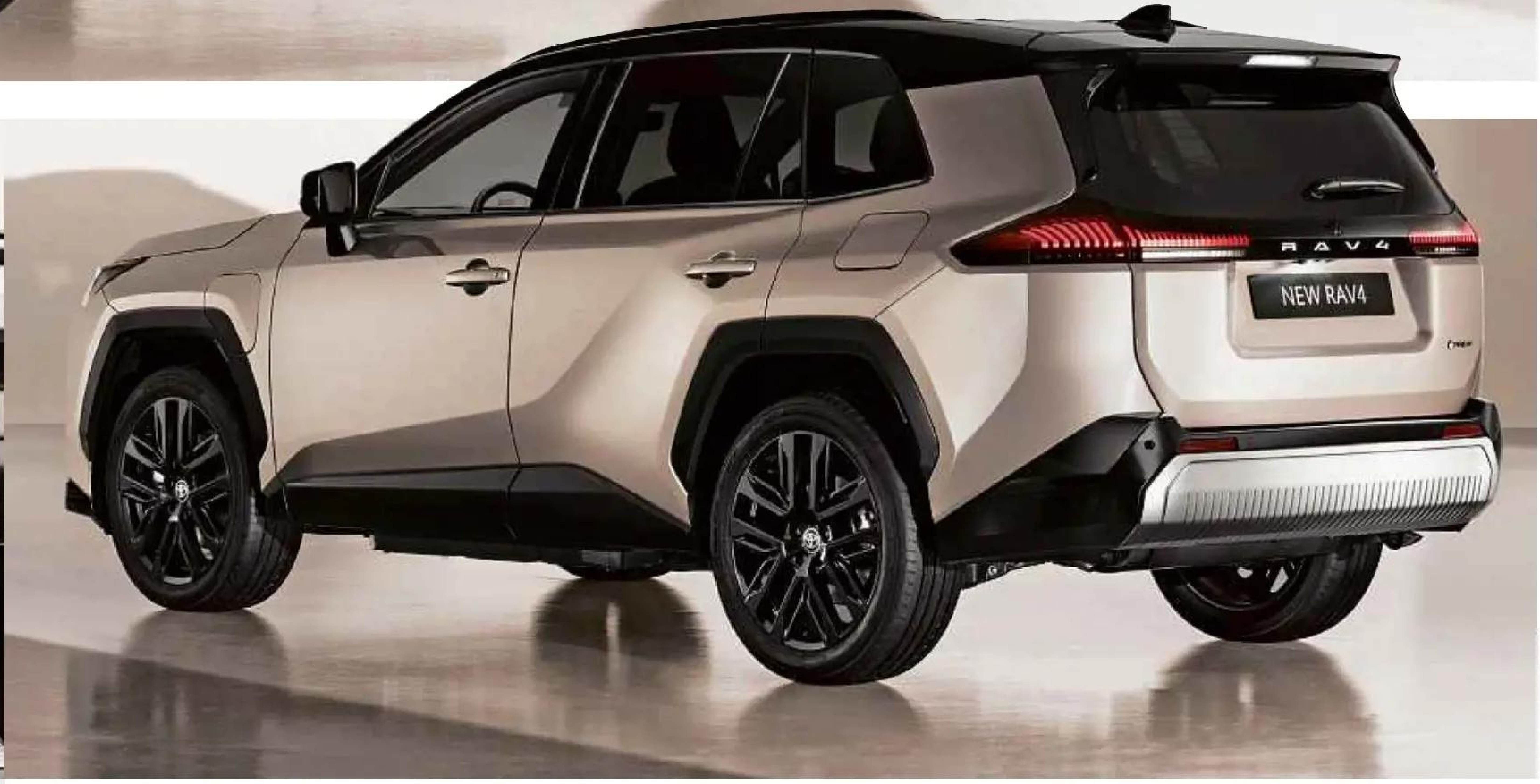
Boot is expected to be bigger than that of the outgoing RAV4, while rear legroom and interior space will be generous throughout the cabin

Toyota says it has achieved this by introducing its Arene software development platform. Essentially, the tech allows for Toyota's Safety Sense features to respond more swiftly and receive updates throughout the car's lifespan, to help it remain fresh. There are also new safety systems on the RAV4, including front cross-traffic alert, blind-spot monitoring and a rear vehicle approach indicator.

The RAV4's more advanced lane-change assist function has been revised, too, so that it works in conjunction with the blind spot monitoring system. The pre-collision system has also been upgraded, with further scope for accident detection and improved recognition, along with braking assistance. Finally, there's a new and improved panoramic view monitor to help with parking, which



> **“THE UK MODEL WILL HAVE 300BHP IN FOUR-WHEEL-DRIVE FORM, WITH A 0-62MPH SPRINT TIME OF JUST 5.8 SECONDS”**



is just as well because we found the display from the current car’s camera to be quite pixellated.

Full specifications for UK-market cars, along with a breakdown of trim levels, will be announced closer to the RAV4’s on-sale date, which is expected to be in early 2026.

Pricing-wise, the existing RAV4 is only offered in plug-in hybrid guise from £44,395, but we can expect the new model to show an increase across the board. However, we expect there will still be a significant gap between it and its bigger brother, the Land Cruiser, at £77,845.

Triple-motor Alpine A3

Richard Ingram

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Alpine's first electric SUV has been revealed in full, with its sights set on big-r

RENAULT'S sporty Alpine brand has got Porsche in its sights with its second all-electric model. The A390 is a Macan-rivalling 'Sport Fastback' with three motors (one at the front, two at the rear), active torque vectoring and up to 464bhp. Alpine says it'll deliver the "agility and driving pleasure" of its featherweight sports car, the A110.

The production-ready A390 has been a long time in the making, and was previewed last year by the bold A390_β concept. Visually, there are plenty of similarities; the full-width lightbar and slim daytime running lights are almost unchanged, and while the slashes, slots, and vents are more production-friendly, the sharply styled look of the show car remains.

Alpine has fitted a number plate and swapped the illuminated lettering on the nose for a more conventional black badge. Plus, there's a new set of headlights incorporated within the bumper, too – the concept did without these because apparently you don't need to see where you're going when the toughest terrain you'll face is a Paris exhibition stand.

To the side, the alloy wheel design differs only slightly from last year's concept, while the cladding that runs along the sills is all but identical. Alpine has kept the show car's clean surfacing, fitting flush front door handles; the rear ones are hidden in the C-pillar. The steeply raked screen and roof-hinged tailgate hide a 532-litre boot – on a par with the Porsche.

The overall silhouette is still recognisable, with that sweeping fastback most notable when viewing the car in profile. Alpine refers to the A390 as a "racing car in a suit", and while the jacked-up stance may argue otherwise, the facts and figures aim to speak for themselves.

Under the skin, the new A390 sits on the Renault Group's AmpR Medium platform – used by models such as the Renault Scenic and Nissan Ariya. The Alpine measures 4,615mm long, 1,885mm wide (excluding mirrors) and 1,532mm tall – making it smaller than the Macan in every dimension. Alpine also considers top-end Cupra Tavascan, Ford Capri and Kia EV6 models as rivals.

It's understood every launch model will get an 89kWh battery with up to 341 miles of range depending on spec, with 190kW DC rapid charging allowing a 15 to 80 per cent top-up in less than 25 minutes. Three-phase AC charging (11kW as standard, 22kW optional) is also available, with bi-directional tech built-in.

Two triple-motor versions will be offered to begin with: GT and GTS, with 395bhp/650Nm and 464bhp/808Nm respectively. The GT will do 0-62mph in 4.8 seconds, while the GTS completes it in 3.9 seconds – faster than a Macan 4S. A less potent dual-motor may join the range later.

But it's the trick tech that Alpine is making a big song and dance about, referring to the A390 as a "true five-seater sports car" – despite it tipping the scales at just over 2.1 tonnes.

There will be five drive modes, with its Track setting dedicated to "more sporting endeavour". Further to this, the 'Alpine Drive Sound' system will deliver two soundtracks to enhance the driving experience, without trying to replicate the exhaust note of the A110's petrol engine. We're told the car won't incorporate Hyundai Ioniq 5 N-style fake gearchanges – they feel "too artificial" in Alpine's view.

ALPINE
A390 GTS

AEX OFFICIAL

The A390 claims 49:51 front-rear weight distribution, with a low centre of gravity helped by the floor-mounted battery pack. It also gets a passive suspension system and upgraded brakes, but no four-wheel steering.

CEO Philippe Krief said: "The A390 is the quintessential Alpine, combining sportiness and performance with technology and refinement, for a unique driving experience suited to everyday and more spirited driving."

Inside, the A390 features a Scenic-inspired dash, with a pair of screens angled towards the driver, the now familiar Google-based infotainment, plus an advancement of the A290's telemetrics, with live data for things like lateral and longitudinal G-forces.

The Formula One-style steering wheel gets the same OVR overtake button and adjustable regenerative braking dial found on the smaller A290, plus a '12 o'clock' marker at the top. Nappa leather Sabelt bucket seats are standard on the GTS.

The maker claims it will be the only three-motor car with active torque vectoring for under £100,000; prices are expected to start from around £60,000 when orders open before the end of the year. Customers will be able to register their interest with a Renault 5-style VIP 'A Pass' soon.

"THE GT WILL SPRINT FROM 0-62MPH IN 4.8 SECONDS, WHILE THE GTS DOES IT IN 3.9 SECONDS – FASTER THAN A PORSCHE MACAN 4S"

390 to rival Macan 4S

name premium-badged rivals

ALPINE
A390

STYLING
Alpine describes the A390 as a "true five-seater sports car", with a sweeping fastback roofline and concealed rear door handles

INTERIOR
Steering wheel is inspired by Formula One and features an OVR overtake button, plus an adjustable regenerative braking dial. High-back sports seats (left) are also racing car-influenced

ALPINE
A390 GTS
ALPINE

"IT DISPATCHES THE 0-62MPH SPRINT IN 3.8 SECONDS – 0.2 SECONDS QUICKER THAN A REGULAR M2"

More focused CS blasts in to top BMW's M2 range...

Alastair Crooks

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THE second-generation BMW M2 arrived in 2022 and although many thought a Competition variant would make a comeback, BMW has skipped this step by revealing the new M2 CS.

As before, this is the range-topper of the M2 line-up with plenty of powertrain and chassis upgrades to go with its more aggressive looks. You'll have to pay a premium though, because at £86,800 the CS costs £18,095 more than the standard car.

We've seen the CS moniker not just on the old M2, but on the previous-generation M5 too, as well as the current M3 and M4. All those cars got a noticeable power bump and it's the same story here. While the standard M2 offers 473bhp and 600Nm of torque, the CS gets 530bhp and 650Nm, using the same twin-turbocharged 3.0-litre straight-six as the regular car. Power goes to the rear wheels through an eight-speed automatic with no option of a manual.

The extra grunt helps the M2 CS dispatch the 0-62mph sprint in 3.8 seconds – 0.2 seconds quicker than the standard M2. The CS also gets the M Driver's Package (a £9,500 option on the M2), which removes the restriction on its top speed, raising it to 188mph. The CS's exhaust is the same as the M2's, but it's possible to fit an optional lightweight titanium system to make that straight-six engine more audible.

The regular M2 is one of the best performance coupés, thanks to its engaging chassis, but BMW has honed the formula even further. The CS is lowered by 8mm and has bespoke tuning for the springs and dampers, plus track-focused settings for the Dynamic Stability Control, steering, rear differential and brakes. Carbon-ceramic discs are optional.

Of course, it's not all go and no show with the M2 CS, and there are some new styling details to complete the package. There's a ducktail spoiler at the rear, and the bootlid is made from carbon fibre-reinforced plastic (CFRP), which is also used for the unique rear diffuser. There's a matt black front splitter, too, plus a carbon-fibre roof and bespoke, gold 19-inch front and 20-inch rear wheels. In total, the CS weighs 30kg less than the standard M2 – although at 1,750kg, it's still 100kg more than the old M2 CS.

Inside, there's plenty of M-branding with added CS logos and a CFRP centre console. The CS gets carbon-backed bucket seats, an Alcantara-clad flat-bottomed steering wheel and a revised driving mode set-up on its 14.9-inch central screen, including a lap timer, 10-stage traction control system and a drift analyser.

BMW says UK customer deliveries will begin in late summer and that the M2 CS will be made as a 'limited run'.

STANDOUT
CS differs from regular M2 thanks to lower ride height, black front splitter and rear spoiler. Inside, it has carbon-backed bucket seats and Alcantara steering wheel

...As tests start on firm's new solid-state battery tech

THE reality of solid-state batteries in electric vehicles is edging ever closer, with BMW confirming that it's started real-world testing for this game-changing technology.

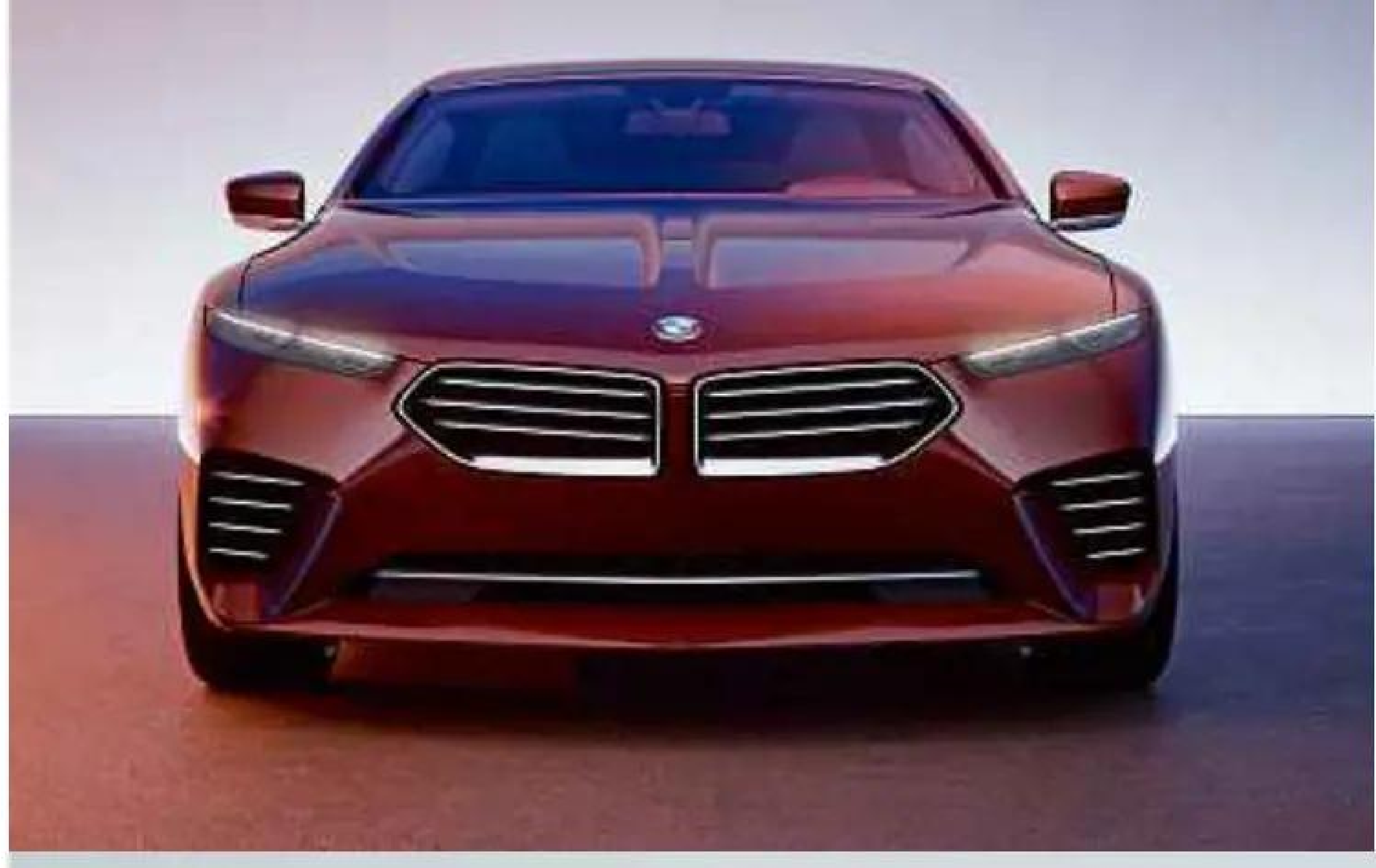
Developed with technical partner Solid Power, the new all-solid-state-battery (ASSB) cells have been fitted to an i7. The cells have a higher energy density than existing tech, and offer more range without the weight penalty of simply adding more battery cells to a car.

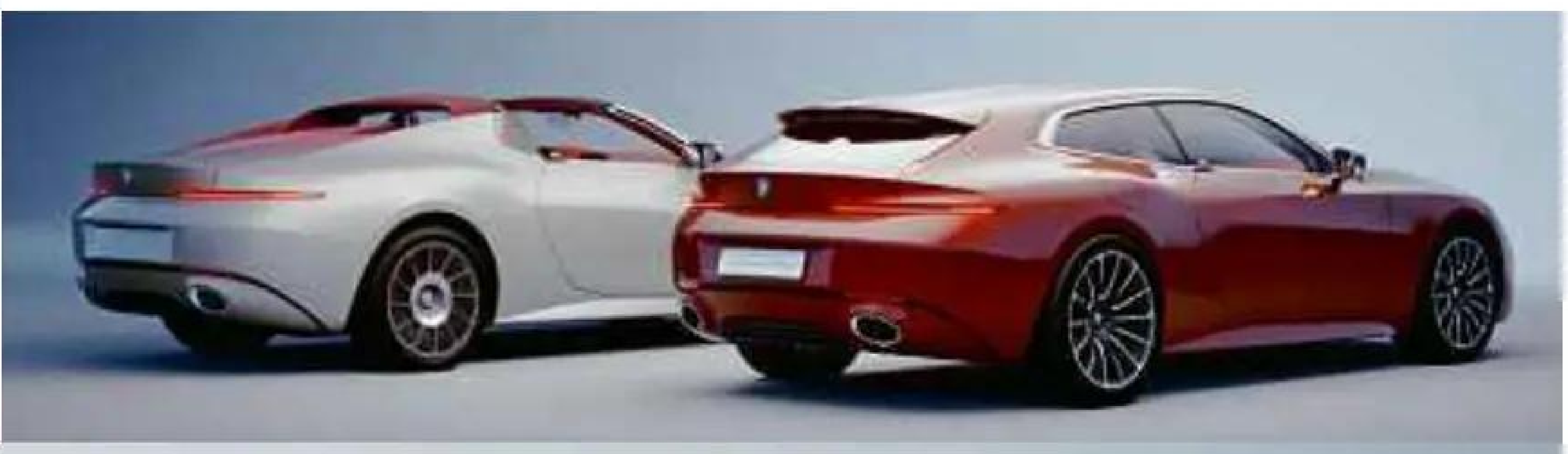
John Van Scoter, president and chief executive of Solid Power, said: "Solid Power is extremely proud that our partnership with BMW has resulted in the first demonstration of truly all-solid-state battery cells in a vehicle. We believe in the promise of ASSBs and continue to drive innovation of our sulfide electrolyte in support of that future for EVs."

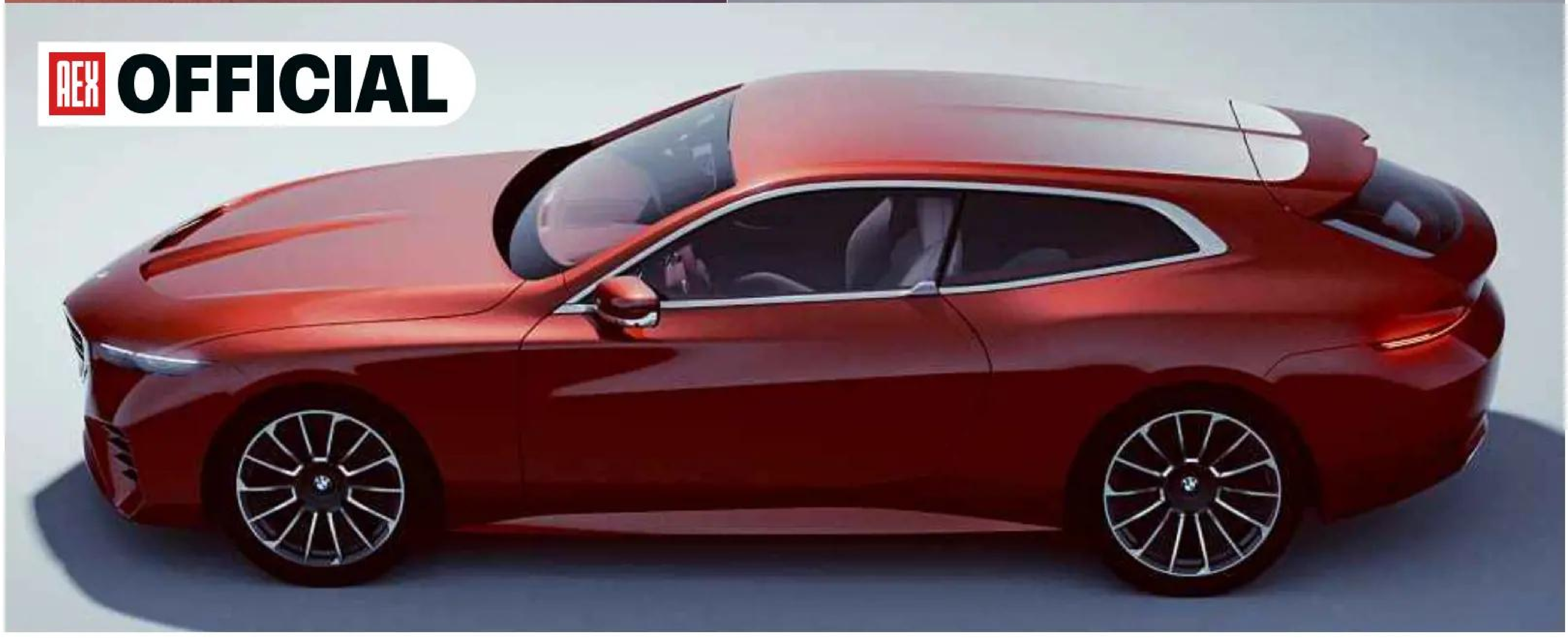
The main role for this i7 prototype is to study and develop the thermal expansion of the battery cells, and to define the challenges and benefits of such a system's thermal management requirements.

BMW hasn't said when it expects the new battery technology to be commercially available, but with Volkswagen and Stellantis both confident of a market introduction of their own solid-state battery tech around 2027, we don't expect BMW to be far behind.

"ASSBs OFFER MORE RANGE WITHOUT THE WEIGHT PENALTY OF ADDING MORE CELLS"







New Speedtop comes a year after Skytop (top right). Both are based on M8 and available in restricted numbers

Limited-edition BMW tourer shown in Italy

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

AEX BMW has been promising for some time that it'll reveal something "dynamic, elegant and exotic" at this year's Villa d'Este concours event on Lake Como, Italy, and now the wraps have come off the new Speedtop.

Although labelled a concept, the Speedtop will follow a very similar path to the Concept Skytop, which was unveiled at 2024's event and has continued development over the past 12 months. It's clear that the production-ready Skytop looks just like the concept – and we expect the same of the Speedtop.

Not that you're likely to see one. Just 70 examples of the Speedtop are planned and we expect a price tag to match the convertible version's, at around £500,000.

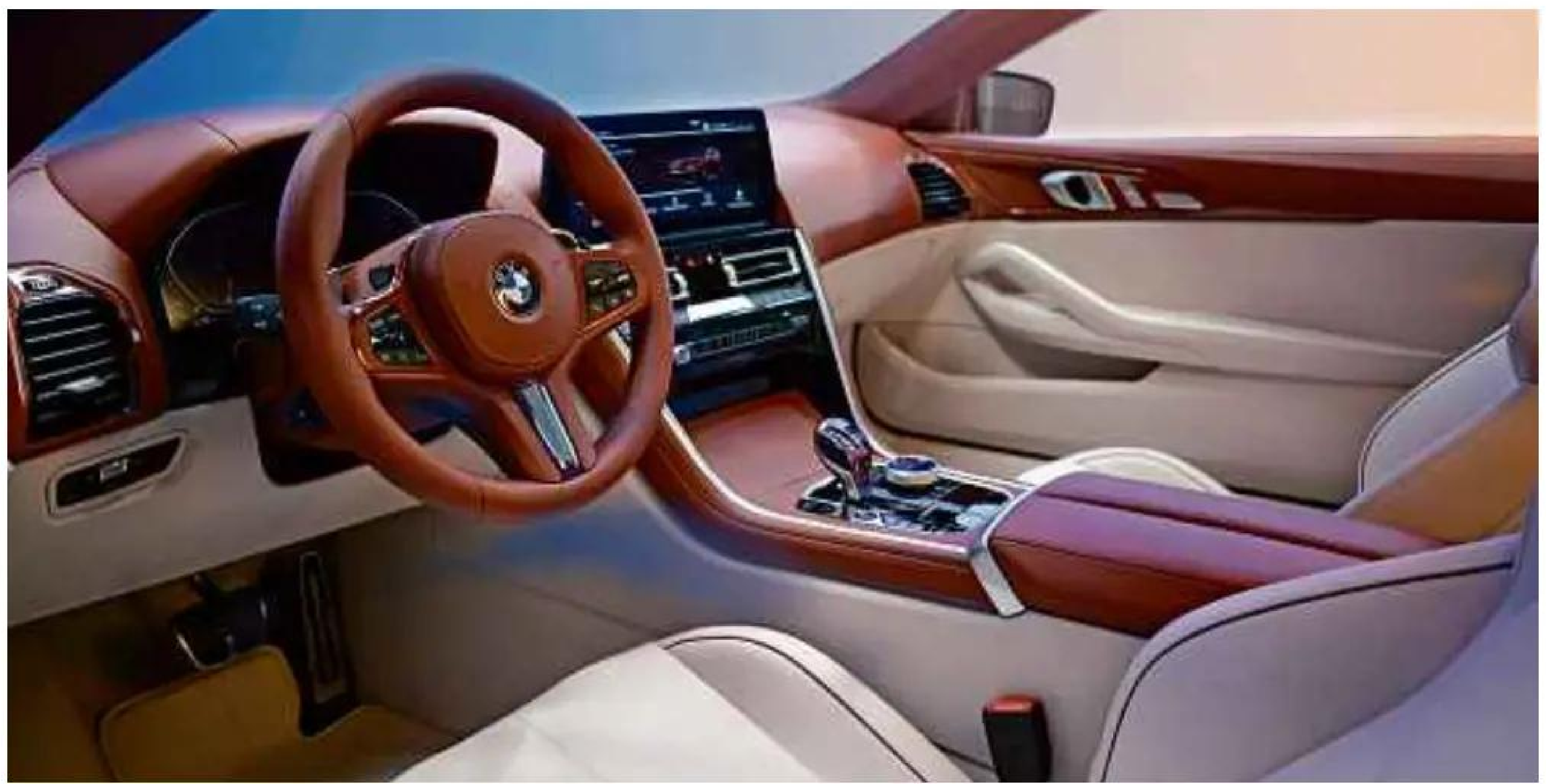
Like the Skytop, the Concept Speedtop is based on the hottest version of the current 8 Series – the M8 Competition – with a twin-turbocharged 4.4-litre V8 sending its 616bhp to all four wheels, via an eight-speed automatic gearbox.

BMW says the Speedtop "reimagines the sporty Touring". As with the Skytop, the new car features a central spline that runs from the uniquely designed kidney grilles through the bonnet and on to the roof – ending at the raised rear roofline to create the shooting-brake profile. The Speedtop also gets further unique details, such as 14-spoke wheels and an exterior colour gradient, which transforms from Floating Sunstone Maroon to Floating Sundown Silver.

Inside, there are more special touches, with brown and white leather upholstery and a 'BMW Concept Speedtop' inscription on the centre console. However, up front at least, it's a recognisable 8 Series cabin with the same 12.3-inch screen on the dash.

In the rear it's vastly different, though. With the taller roof, you might have thought BMW would keep the M8's four-seat layout, but the rear seats have made way for two luggage areas split by a centre section with 'Speedtop' script.

"JUST 70 EXAMPLES OF THE SPEEDTOP ARE PLANNED, COSTING AROUND £500K"



The Fiat Panda 4x4 is ba

We chat to Fiat bosses about the car's design – and why hybrid is more suitab

Phil McNamara

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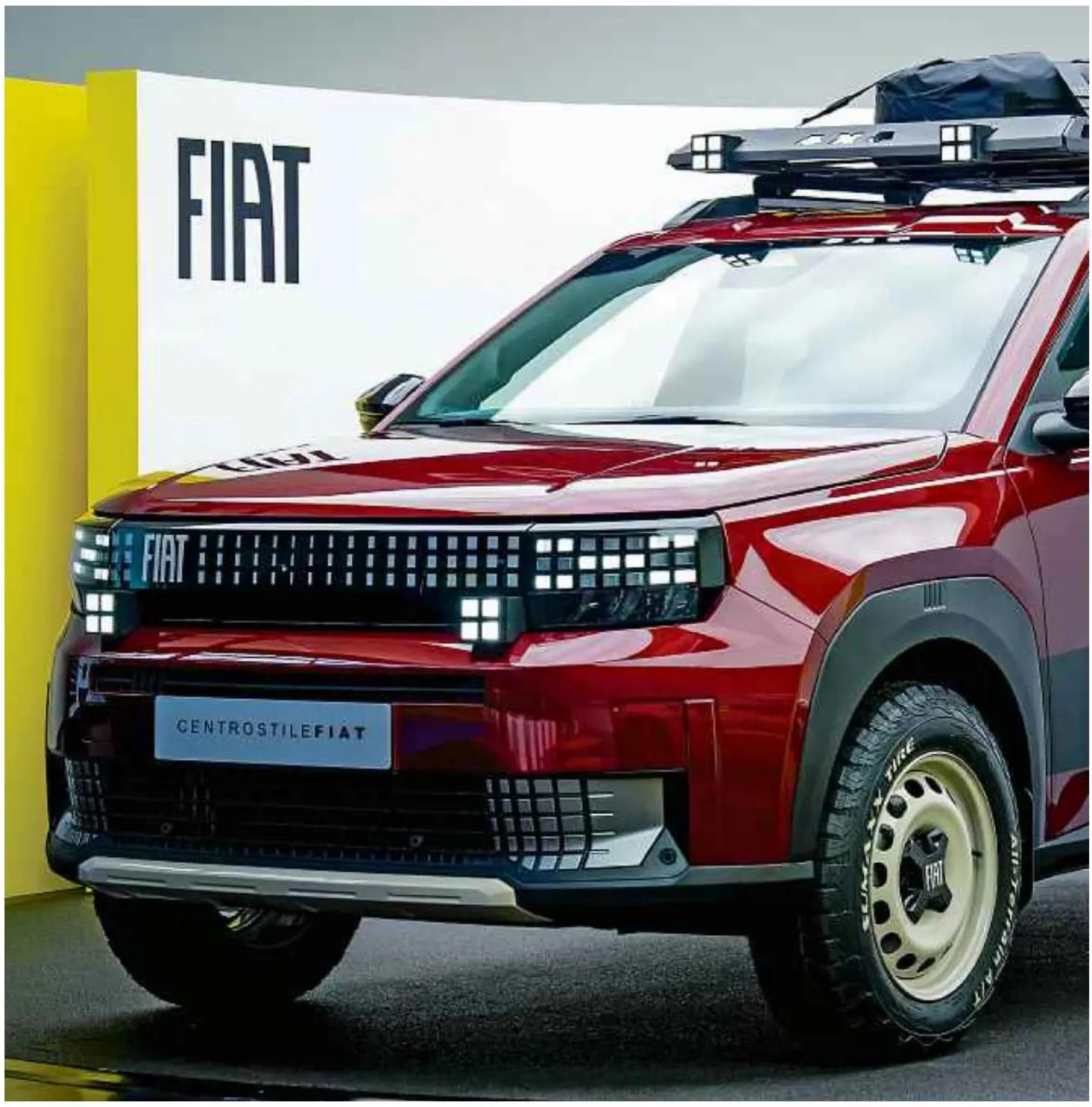
HERITAGE

Off-road version of new Panda will bring back an iconic name from the past, but with hybrid power



FIAT is "going further" with the 4x4 version of its Grande Panda, revealed as a concept but confirmed for production with a hybrid drivetrain and a suite of ingenious accessories.

The regular Grande Panda's design is inspired by the beloved and boxy Panda 4x4 from the eighties, which posed a challenge for the designers.

"We had to go a bit further," head of design Francois Leboine told Auto Express at Fiat's design centre in Turin. "But we didn't want to turn it into a caricature. We just wanted to [add] things to make it cooler – the layer that was missing to finish the car as a 4x4. To say, 'I'm ready to go off-road' – that was more or less the exercise."

The 4x4 is a much-loved part of the Panda's heritage, with three previous iterations. But it hasn't been a big-seller, Fiat's head of Europe, Gaetano Thorel, told us in Turin. "When we stopped the 4x4, we had a revolution!" he said. "People were saying: 'You're crazy, everybody is driving [one]. But when you look at the number, you realise that the 4x4 was actually [less than] five per cent of the total sales mix!"

The Grande Panda is set to be the first four-wheel-drive model based on Stellantis' Smart Car platform (nothing to do with Smart, the brand), which also underpins the Citroen C3, C3 Aircross and Vauxhall Frontera. It will be enhanced by an extra electric motor on the rear axle.

Sister brand Jeep already has the hybrid Avenger 4xe, albeit on a different platform. It has one e-motor at the rear and another up-front, working with a 1.2-litre three-cylinder petrol engine to power both axles. Given that the technology already exists, we asked Thorel whether there was anything that could stop the Panda 4x4 from making production.

"Certainly this is a benefit of Stellantis. [We] have access to technology. We want to do it now. We [just] need to find a way to do it at the right price," he confirmed. Thorel also poured cold water on the prospect of it being electric. "To me, the 4x4 is meant to be at 2,000 metres above sea level, in winter. As far as I remember, batteries in winter are not really too comfortable," he said.

The styling makeover includes some trademark off-road upgrades, including a jacked-up ride height that's a combination of new, chunky tyres and suspension mods.

"We kept the wheel [design] as it is, because we already have a cool steel wheel and went for a special tyre that is a bit bigger and all-terrain," explained Leboine. "We will work on the suspension because the car will have to be a bit higher. It's simple tuning and engineering design."

As for the accessories, Fiat is striving to bring various options to market, including a foldaway roof rack that can be stowed in your garage, as well as the movable lamps with Fiat's pixel design on the concept car. They could be positioned around the car to illuminate a camping spot, for example, or be removed entirely and taken inside your tent.

There are also 4x4 badges on the tailgate, while stickers on the side highlight the Panda name that's stamped into the doors, also providing some scratch protection. The cockpit gets a new brown hue, too.

"We had to give the interior a rustic feeling," said Leboine. "So we went to a velvet finish – [it] is actually very fashionable at the moment. We use this because it was really eighties and it's a nice way to play with time."

Finally, the concept is finished in deep Dark Red paint, with a skid plate-effect on the front and rear bumper. These may yet become reality because the Grande Panda 4x4 will need underbody tweaks to

FRANCOIS LEBOINE Fiat design lead

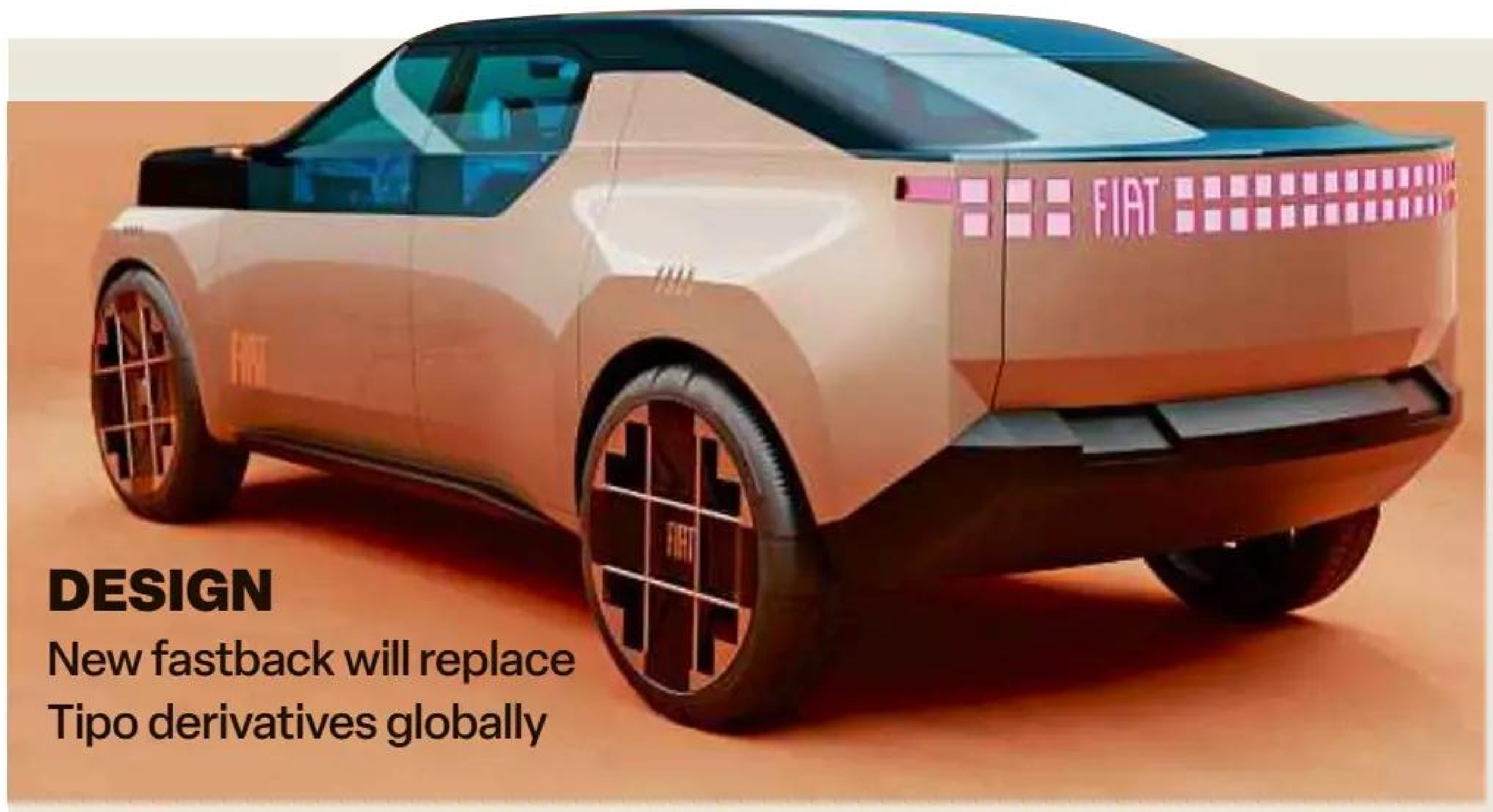
> **"WE DIDN'T WANT TO TURN IT INTO A CARICATURE. WE JUST WANTED TO ADD THINGS TO MAKE IT COOLER. BUT WE KEPT THE WHEEL DESIGN AS IT IS, BECAUSE WE ALREADY HAVE A COOL STEEL WHEEL"**

ack – and it's not an EV!

ble than electric power

accommodate and protect the revised drivetrain. Expect the production version to turn up within the next two years.

But it's not just Fiat taking the path less travelled. Renault also wants to get in on the 4x4 act, with a chunky version of the new Renault 4 hinted at recently with the R4 Savane 4x4 concept.



DESIGN New fastback will replace Tipo derivatives globally

Coupé and SUV add to Fiat model blitz

Phil McNamara

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A CHUNKY SUV and a 'Fastback' crossover are set to appear as part of Fiat's range renaissance, Auto Express can exclusively confirm.

The big one – literally, by Fiat's compact standards – is an SUV nicknamed the GigaPanda. A sister car to the 4.4-metre-long Citroen C3 Aircross, the SUV is likely to offer both five and seven-seat configurations.

Launching first, however, is Fiat's new fastback. It will fill the gap left by the Tipo, fleetingly sold in the UK as a budget hatch to challenge the Ford Focus, and still sold in other markets as a saloon. It's a strong seller in Algeria and Turkey, where it's also assembled

The new model is charged with replacing all these in one fell swoop – and Fiat is seriously considering bringing it to the UK.

"Two new cars are coming that will complete Fiat's resurgence," head of Europe Gaetano Thorel told Auto Express at the brand's Centro Stile design centre. And they'll both be unveiled in the next 12 months, with the Fastback set for a debut by the end of 2025.

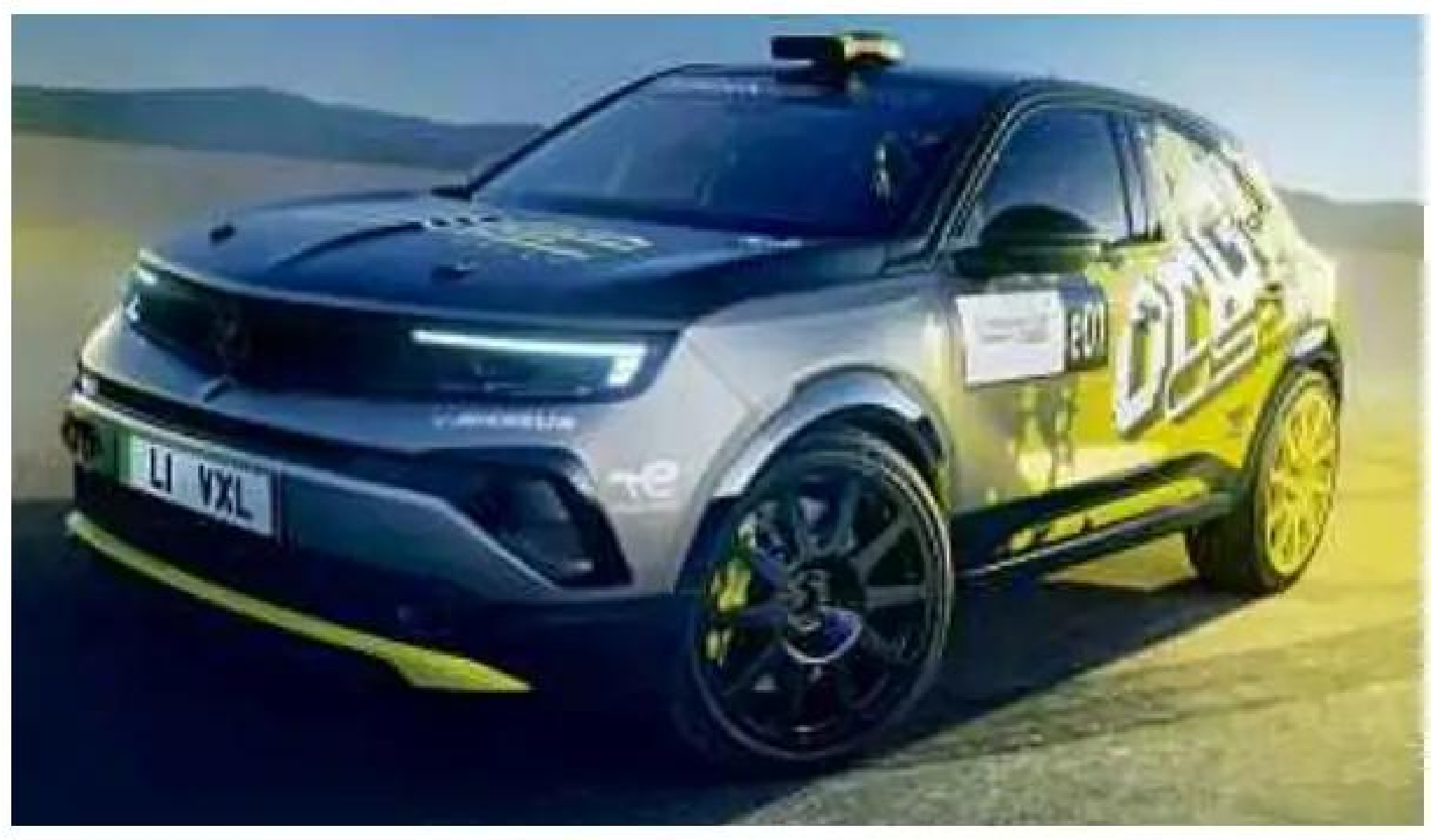
The cars will underpin Fiat's bid to transform its fortunes, along with models such as the soon-to-arrive Grande Panda. The once-mighty small car brand has become a minnow in the UK, with only the 500e city car and 600 small SUV currently in British showrooms, alongside their sporty Abarth offshoots.

You can read our Panda Grande Hybrid first drive on page 31.

GAETANO THOREL Fiat boss

> "TWO NEW CARS ARE COMING THAT WILL COMPLETE FIAT'S MODEL RANGE RESURGENCE AND THEY'LL BE UNVEILED IN THE NEXT 12 MONTHS"

Vauxhall gets all racy with Mokka GSE Rally concept



VAUXHALL is looking to shake off the Mokka's plain image with the GSE Rally Concept, which hints at the look of a future production car.

Vauxhall has history in taking an EV and turning it into a rally car. Back in 2019, it revealed the Corsa e-Rally (now named Corsa Rally Electric) for the one-make Opel Electric Rally Cup. Auto Express even had a passenger ride in the car in 2023 and, as you'd expect, it felt far removed from the production supermini.

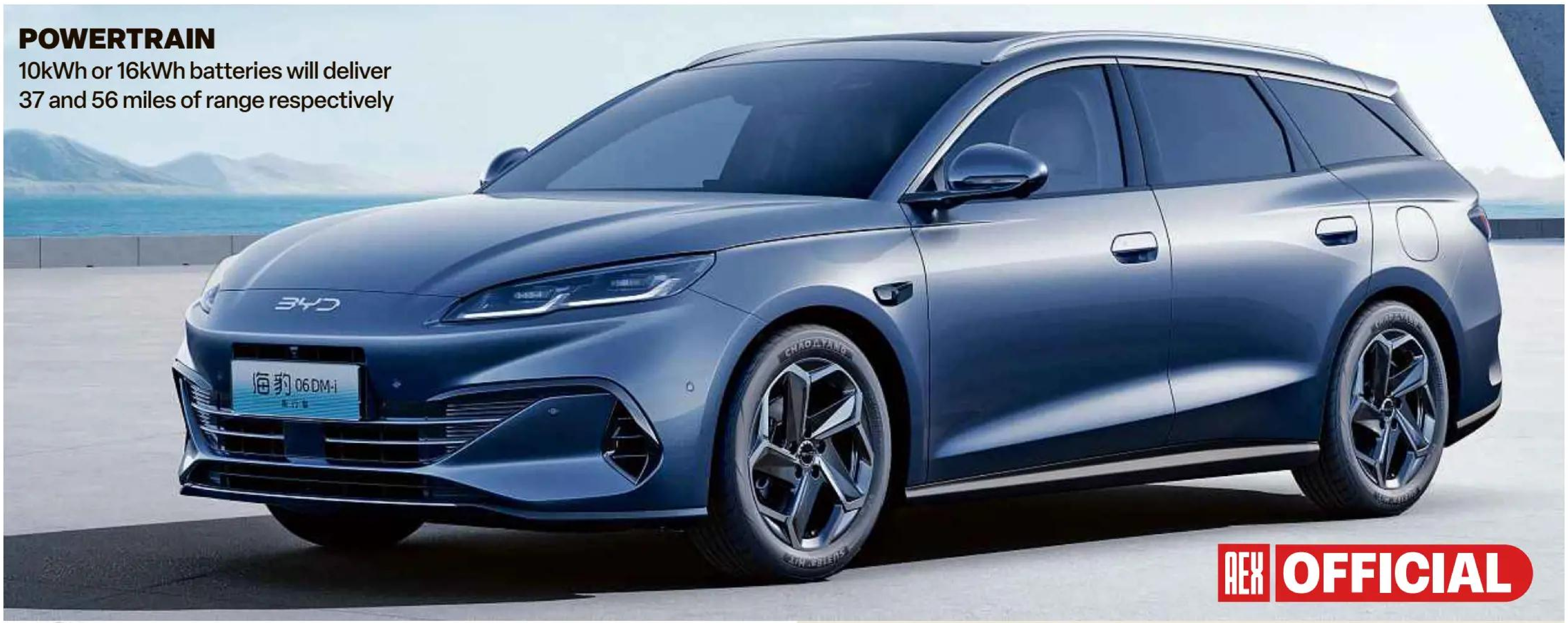
The Mokka GSE Rally is the first car developed for the FIA's new eRally5 regulations, and while it gets a suite of upgrades for motorsport, it's the connection to the new Mokka GSE that will excite most. Vauxhall claims the Mokka GSE Rally's front-mounted electric motor produces 276bhp and 345Nm of torque, matching the Alfa Romeo Junior Veloce and Abarth 600e.

We expect the technical underpinnings of the hot Alfa and Abarth EVs will be used in the new Mokka GSE too – underscored by the fact the prototype utilises a limited-slip differential, like the Italian cars.

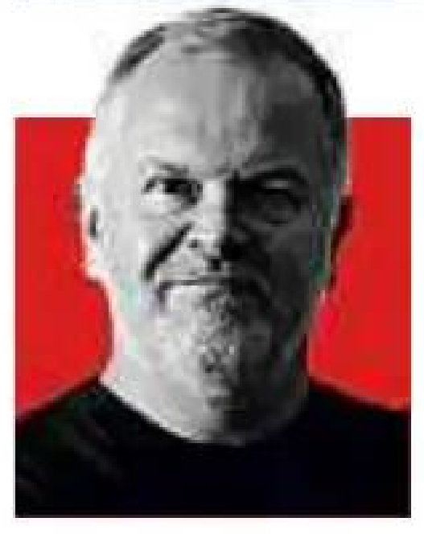
Hot Mokka is expected this year

BYD set to add new PH

Rapidly expanding Chinese brand ready to offer Seal 06 saloon and estate in UK showrooms



POWERTRAIN
10kWh or 16kWh batteries will deliver 37 and 56 miles of range respectively



Paul Adam

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CONTINUING its sales push in the UK and across Europe, Chinese manufacturer BYD is poised to expand its UK vehicle line-up with the introduction of new plug-in hybrid saloon and estate models.

The Seal 06 DM-i will join the Atto 2, Atto 3, Dolphin, Seal, Seal-U and Sea Lion 7 in the current range, and is positioned separately from the BYD Seal 06 GT hatch that was launched in China last year.

While the GT is an all-electric family hatchback that could serve as a rival to the Cupra Born, Volkswagen ID.3 and MG4 EV (if the brand decides to bring it to the UK), the Seal 06 DM-i will focus on the executive PHEV saloon and estate market, competing against the likes of the BMW 330e and the Skoda Superb iV.

Power for the front-wheel-drive Seal 06 DM-i plug-in hybrid comes from a 98bhp 1.5-litre petrol engine with a choice of either a 10kWh or a 16kWh battery. These provide a claimed (WLTP) electric driving range of 37 or 56 miles respectively, along with total power outputs of either 160bhp or 213bhp, delivered via a CVT transmission. Official 0-62mph times are not currently available, but both versions should be able to manage the benchmark sprint in less than eight seconds.

The interior design of the Seal 06 DM-i closely mirrors that of the existing BYD Seal electric executive saloon that's already available in the UK. It features an 8.8-inch digital instrument cluster and a 15.6-inch rotating central touchscreen.

BYD hasn't yet supplied a launch date or pricing information for the UK, though the current BYD Seal U SUV costs from just over £33,000 in DM-i plug-in hybrid form, which may offer some indication of the expected price.

> **"THE SEAL 06 DM-I WILL FOCUS ON THE EXECUTIVE PHEV MARKET AND RIVAL THE LIKES OF THE BMW 330E AND SKODA SUPERB IV"**

Next-gen BYD plug-in hybrid could offer 124-mile range

THE Seal 06 DM-i saloon and estate may not be the only BYD plug-in hybrids set for the UK, as the brand considers plans to launch even more PHEV models in Europe.

Executive vice president Stella Li explained: "We're going to continue to bring more PHEVs here – the DM-i, and then different models. By then, the EV range will easily be 80 kilometres to 120 kilometres [50 miles to 75 miles]. And in the future, if you need it, it can be 200 kilometres [124 miles].

"We're going to cover from small to medium size and to the bigger size and also from SUV to sedan and station wagon."

The PHEV range is significant in the UK because of the impact the powertrain has on Benefit-in-Kind (BiK) company car tax.

A few PHEVs, including the MG HS, Volkswagen Passat and Golf eHybrids, currently have official WLTP EV ranges of over 70 miles, putting them in the five per cent BiK tax bracket. A PHEV with an EV range of over 130 miles, however, would be taxed at the same 2 per cent rate as a pure electric car under today's system.

BYD DM-i is brand's first UK PHEV

Li says that the technology which can achieve this is close to a European launch. "It's in China now and then it is [elsewhere] in one to two years," she continued.

The car she may be referring to is the N9 from BYD's Denza premium brand, an SUV recently launched in China, with a plug-in hybrid powertrain comprising a 2.0-litre turbo petrol engine and a large 49kWh battery pack.

The UK launch of the Denza brand has already been confirmed and it may bring with it the latest generation of PHEV technology.

EV pair to its UK line-up

Single platform to simplify car parking goes nationwide

Chris Rosamond

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12:40
PAY PARKING TICKET BY MOBILE PHONE
P
PAY NOW

FOLLOWING successful trials involving 10 local councils operating car parks, the long-heralded National Parking Platform (NPP) is being rolled out in an effort to simplify the parking experience for drivers.

The Department for Transport (DfT) has commissioned the British Parking Association (BPA) to take forward development of the platform "at no cost to the taxpayer", following liaison with major parking app operators such as RingGo, JustPark and PayByPhone.

Announcing the move, the DfT said the new platform "will enable drivers to pay for parking in all participating car parks on their preferred app – ending the scramble to download multiple apps and encouraging a more flexible experience".

According to the DfT, drivers face inconsistent rules around parking, user experiences it describes as "clunky", and "unnecessary barriers" to parking. The new NPP will mean participating car parks can accept payment via any approved smartphone app, which the DfT says will cut confusion, minimise the risk of fines and create a fairer, more competitive parking market.

"This is public infrastructure done right: built by Government, shaped with councils and now delivered by the sector that knows it best," said the minister for the future of roads, Lilian Greenwood. "This Government is on the side of drivers and dedicated to giving everyone simpler, more flexible parking," she said.

The agreement with the BPA will see operators working with councils to run the NPP on a not-for-profit basis. The DfT says the platform will operate under "clear terms to ensure transparency, sustainability and public value, with government oversight on compliance".

Andrew Pester, BPA Chief Executive, said: "The new consortium will be onboarding more local authorities imminently to ensure that easier, simpler parking is rolled out to more drivers as soon as possible."

RAC senior policy officer Rod Dennis commented that if the arrival of a National Parking Platform removes the hassle from parking, it's a move to be welcomed – but cautioned that the key would be ensuring as many car park operators as possible sign up.

"Ten local authorities taking part is a good start, but drivers wherever they are in the country should be allowed to use whatever mobile app they want," he said, adding that all councils should provide alternative methods, including contactless card payments, for drivers who can't use apps or choose not to.

> **"NEW NPP WILL MEAN PARTICIPATING CAR PARKS CAN ACCEPT PAYMENT BY ANY APPROVED APP"**

New Renault 4 will come with 100kW charging capability

Renault 4 is set to arrive in showrooms this summer

ORDER books for the all-new, reimagined Renault 4 are set to open in July, with prices starting from £26,995.

If you want to get your hands on one as soon as possible, Renault is offering an 'R4 R Pass' for £150 that allows customers to place their order from 1 July, before anyone else. It will go on sale to the general public on 15 July.

Every R4 will be powered by a 52kWh battery with up to 247 miles of range, feeding a 148bhp electric motor with maximum 100kW charging, allowing a 30-minute 15 to 80 per cent charge. Three trim levels will be offered: Evolution, Techno and Iconic. Every model gets 18-inch alloy wheels, a 10.1-inch touchscreen, wireless Apple CarPlay and Android Auto, a heat pump and a choice of six colours.

Hot flagship is on track to rejoin Tesla Model Y range

THE Tesla Model Y received a fairly significant update at the start of this year and now we can see a revised Performance version will soon rejoin the electric SUV's line-up.

We've caught it testing at the Nürburgring and despite the camouflage, we can see this test car sports an identical front bumper to the facelifted Model Y.

At the rear it's the same story, and aside from an extended rear ducktail spoiler, the body is unchanged over the regular Model Y. But it does have a new bespoke wheel design and red brake calipers. A lower ride height is likely, and there could be more performance, too, going from 0-60mph in less than the old car's 3.5 seconds.

Automedia

New car was spied at Nürburgring

Defender gets blink-and-y

Mid-life revisions for iconic Land Rover focus on technical improvements and subtle styling tweaks

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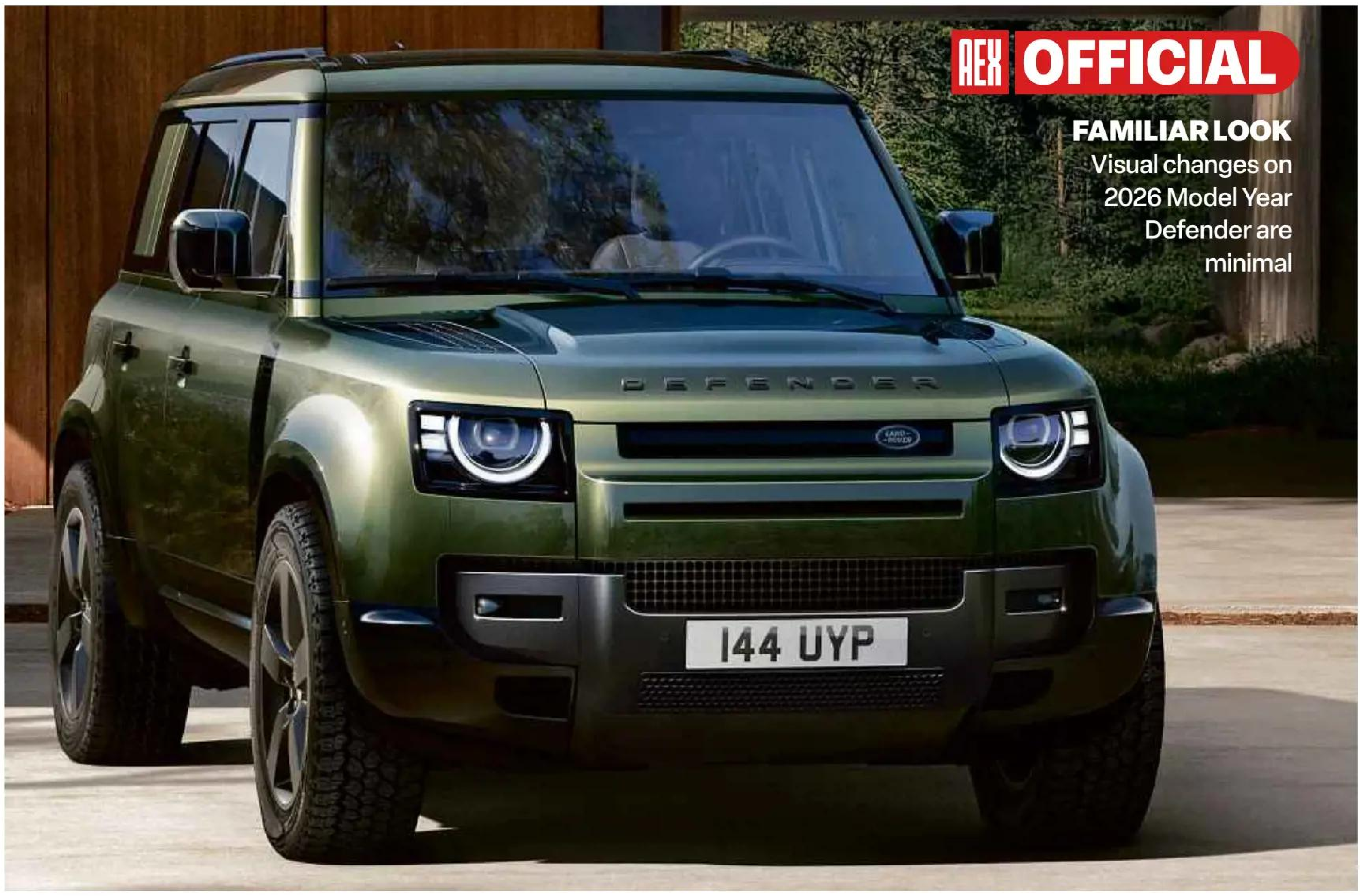

FAMILIAR LOOK Visual changes on 2026 Model Year Defender are minimal

WHILE some might still refer to it as the 'new Defender', the current version of Land Rover's prestigious off-roader has been around for more than five years now – and to keep it up to date, it's received some cosmetic and technical tweaks.

These latest changes aren't limited to the passenger car, either. They also apply to the commercial Hard Top model, which costs from £57,135 – reducing the entry point to the Defender range by £295. Order books are now open.

While the exterior looks largely unchanged from the Defender launched in 2019, there's a new LED headlight signature with foglights as standard, plus smoked lenses for the rear lights and new exterior colours in Woolstone Green and Borasco Grey.

Details such as the textured pattern on the bonnet and side vents are new, and along with fresh optional 22-inch seven-spoke alloys, every model now gets gloss black Defender-branded wheel caps, plus a grille bar with a dark Land Rover badge.

These changes will be introduced on the entire Defender line-up of three-door 90 and five-door 110 and 130 models, but the new range-topping OCTA super-SUV gets its own special tweaks.

The ferocious 626bhp model comes with more unique exterior paints, including Sargasso Blue and Patagonia White, with the latter gaining a matt protective wrap. A 'chopped' carbon-fibre effect on exterior and interior accents can also be added.

Although previously entry-level Defenders were fitted with a 10-inch touchscreen, and higher-end X-Dynamic HSE and above versions got an 11.4-inch display, all now have a 13.1-inch touchscreen taken from the Range Rover Sport. This is said to provide a "fast and intuitive interface" and we've found the screen to be a huge improvement over the previous unit in the Range Rover, thanks to Land Rover's uprated infotainment system, which boasts sharper graphics and quicker responses to inputs.

The interior doesn't only feature a new screen, however; there's also a reshaped centre console, and if you specify the Signature Suite upgrade, you'll get removable side pockets.

Some new technological updates have arrived, too, with optional adaptive off-road cruise control that's an evolution of Land Rover's 'All Terrain Progress Control'. A new attention monitor has also been added to give audio-visual alerts. Land Rover is keen to point out that this can be disabled via the driver-assistance menu.

The company hasn't mentioned any powertrain changes for the update, so we can expect the same choice of mild-hybrid 3.0-litre straight-sixes in diesel or petrol form, a supercharged 5.0-litre V8, the 2.0-litre turbocharged four-cylinder PHEV and the BMW M-derived 4.4-litre V8 in the OCTA.

> "THERE'S A NEW CENTRE CONSOLE, AND IF YOU SPECIFY THE SIGNATURE SUITE UPGRADE, YOU GET REMOVABLE SIDE POCKETS"

you'll-miss it 2026 update

Government hints at luxury car tax U-turn

Chris Rosamond

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THE controversial luxury car tax on EVs could be about to be axed.

A letter from Labour transport minister Lilian Greenwood to a local MP, seen by Auto Express, says the Government will consider raising the threshold of the expensive VED surcharge "for zero emissions vehicles only, at a future fiscal event". The aim would be to "make it easier to buy electric cars".

Greenwood is Labour's minister for the future of roads, and was responding to enquiries made by Ben Maguire, the MP for North Cornwall, who was in turn representing concerns raised by a constituent – the general manager of a local car dealership – regarding the negative impacts of the ZEV Mandate.

In her reply, Greenwood stated that the Government response to its recent ZEV Mandate consultation "has provided stability and certainty to British vehicle manufacturers by restoring the 2030 (internal combustion) phase out".

She went on to highlight possible changes to the expensive cars VED supplement that has been imposed on EVs costing more than £40,000 since April. The move to introduce the supplement – often referred to as the 'luxury car tax' – has been widely condemned as a major disincentive to EV purchases.

The next 'fiscal event' in Government parlance will be the autumn Budget – still many months away. Now the cat is out of the bag, the question is whether Labour will be forced to move sooner.

PENALISED Models such as the Hyundai Ioniq 5 have tipped into the luxury car tax bracket

"THE ZEV MANDATE [RESPONSE] HAS PROVIDED STABILITY AND CERTAINTY TO BRITISH VEHICLE MANUFACTURERS"

LILIAN GREENWOOD MP Transport minister

Lexus ES executive saloon will be sold as EV-only in the UK...

THE new Lexus ES was revealed last month, but the brand has announced it has dropped plans to offer the entry ES 300h petrol-electric hybrid in the UK.

Originally, following the car's unveiling at the Shanghai Auto Show, Lexus execs confirmed three versions would be offered – including a 198bhp petrol-electric version powered by the firm's 2.5-litre four-cylinder petrol engine. No reason has been given for the axing of the ES 300h from the UK line-up, but insiders admitted that if the rumoured 300bhp all-wheel-drive plug-in hybrid comes online, it would be offered with the remaining two EV versions. No timeline was given, other than to say Lexus is monitoring market conditions and that a PHEV could arrive with the facelift if there was demand from customers. Two different electric versions of the ES will be offered in the UK when arrives next year, with pricing and exact specifications to follow.

Front and four-wheel-drive ESs are expected

...and all-new 296bhp LBX Morizo RR is ready to storm Britain, too

LEXUS has said it will sell its high-performance LBX Morizo RR in the UK, but its European boss won't confirm when the 296bhp super-SUV will arrive.

Speaking at the launch of the latest Lexus ES in Belgium, vice president of Lexus Europe, Pascal Ruch, confirmed the LBX was on the way but refused to provide a timeline: "I cannot tell you the date, [but] we see the interest of having a niche model and are not going to miss that opportunity".

In previous interviews, Ruch declared that the presence of the LBX Morizo RR (the RR standing for Rookie Racing) in the line-up would add "sportiness and dynamism" to the brand, with Lexus UK said to be more focused on the exposure such a car in its range would give, rather than any extra sales volume.

No indication on pricing has been given for the LBX Morizo RR, but in Japan it sells for 6.5 million yen, which equates to around £33,500.

RENAULT E-TECH ELECTRIC VAN RANGE
100% ELECTRIC

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Master E-Tech — Van of the Year

Imagine your electric fleet effortlessly covering more ground; maximising efficiency and uptime, while driving down operational costs – it's a smart and future-proof investment.

Such a value-generating route is perfectly exemplified by the new Renault Master E-Tech electric. Voted International Van of the Year 2025, its innovative design and ability to meet the complex needs of professionals has been wholeheartedly recognised by industry experts. This isn't just an electric van; it's already a recognized leader that's setting the pace for the future.

Engineered with a clean-sheet approach, every facet of the Master's aerodynamic performance has been honed to enhance overall efficiency. Consequently, its 87kWh battery provides a healthy range of up to 285 miles⁽¹⁾, with handy 130kW DC rapid charging ability to help keep you on the move.

Don't think that you'll lose out on any practicality features by making the transition to electric power. Renault Master E-Tech is a tremendous working tool, with an increased load length up to 3,855m, a 14.8m3 load volume⁽²⁾ (panel van only), and wider sliding doors providing easier access to the cargo area. Renault has even managed to reduce the Master's turning circle by 1.5-metres, which means it's more manoeuvrable and easier to drive in busier, urban areas.

More comfortable than before, with the latest Google-based⁽³⁾ connected technology, and advanced driver assistance systems⁽⁴⁾, Renault has ensured that the new Master E-Tech is ready to assist you on any job, any journey, and is your ultimate van solution.

Trafic E-Tech — the mobile multi-tool

Adding even more flexibility to your fleet, the Renault Trafic E-Tech electric is the ultimate multi-tasker. Versatile, more compact than the Master and equally as reliable, it's the equivalent of a quality crafted Swiss Army Knife; ready to take on any task and get the job done.

Featuring a 52kWh battery paired with a single electric motor, the 118bhp Trafic E-Tech delivers a smooth and responsive drive. There's a strong range of up to 183 miles⁽⁵⁾ on the WLTP combined cycle which means you can comfortably handle a full day of deliveries and appointments, plus enjoy

MASTER
KANGOO VAN

the ongoing flexibility to freely operate in zero-emission urban environments.

Inside, you'll find a welcoming and well-thought-out cabin – it's more like mission control on wheels than simply a van. With lots of smart storage, seamless phone connectivity, and even the option of a mobile office setup(6), it's designed to keep your team comfortable and on their game.

Renault has clearly spent time thinking about what smart features will mean the most to busy tradespeople. A clever extended load-through facility provides an outstanding 4.15-metre loading length, while optional 270-degree opening rear doors and a 920kg towing capacity(7) bring even more versatility.

If you're starting out on your electric journey, the Trafic E-Tech is a great companion, and with solid warranty and service options on the table, you can hit the road with genuine peace of mind.

Kangoo E-Tech — small and efficient

Who says you have to compromise? The Renault Kangoo E-Tech electric is built for modern business needs, blending intelligent design and usable cargo space, all while maintaining a compact size that makes it incredibly easy to drive – whether you're tackling bustling city centres or tighter country lanes, this agile van is your perfect partner for every journey.

With up to 186 miles of driving range(8), the Kangoo E-Tech electric allows you to confidently tackle the day-to-day, while if you need a quick power boost on the go, you can tap into the fast-charging public network and replenish 80% of the battery in around 40 minutes.

Charging at home offers complete convenience and the opportunity to take advantage of lower tariffs from your energy provider, while on those chillier mornings, you can even pre-heat your cabin while it charges using the E-Tech's smart remote settings and energy-efficient heat pump and climate control.

Quiet and refined on the move, you'll find the Kangoo E-Tech as simple as ever to drive, and you'll appreciate its car-like levels of technology, including Apple CarPlay and Android Auto(9), along with an array of connected services that you can explore via a sleek eight-inch touchscreen.

For generations, Renault has been at the forefront of mobility; a true pioneer. If you're looking for help to electrify the future of your business, there's no better partner.

Search Renault E-Tech vans today.

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FIRST FOR DRIVES

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First taste of biggest model yet

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Is petrol hatch our top pick?

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Bigger battery is a winner

BYD Dolph

Steve Walker
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FIRST DRIVE Chinese giant aims to ma
small-car market with its rival to the Da

THE Dolphin Surf electric city car arrives as the entry-level model in BYD's expanding UK model range, sitting below the Dolphin supermini and the Atto 2 small SUV. The giant firm already dominates its home market in China and has openly outlined its ambitions to become the world's biggest car maker in very short order. To do so, it plans to sell a whole load of Dolphin Surf models in markets around the globe. To help lower costs on European models, it's building them in Hungary.

BYD's effort is priced from around £18,000, splitting the difference between stripped-out econoboxes like the Dacia Spring and urban trendsetters such as the Renault 5. It's also on the large side for a city car, very close to four metres long and with a 308-litre boot. So again, BYD looks to have constructed a solid on-paper value proposition with which to lure buyers who are as yet unfamiliar with the brand.

The car looks strong on technology as well. The Dolphin Surf uses BYD's e-Platform 3.0 underpinnings that incorporate its trademark 'Blade' battery technology. This clever system has cells that act as structural elements of the battery, improving rigidity while saving weight and cost.

BYD has also flexed its muscles as a world-leading EV component manufacturer in creating what it claims is a world first eight-in-one electric powertrain system. This combines the electric motor, charger and other units into a single module that boosts efficiency, saving a lot of the space that is so crucial in a small car.

There are three trim levels on offer: Active, Boost and Comfort – the latter is the car we're

ON THE ROAD
The electric motor is quiet and the suspension handles rough surfaces well. Performance is perfectly adequate for an electric city car

in Surf

> "BYD looks to have constructed a solid on-paper value proposition with which to lure buyers"

ke a splash in the electric cia Spring and Renault 5

testing here, and likely to be priced from around £26,000. Regardless, all models get BYD's gimmicky 10.1-inch rotating touchscreen, LED daytime running lights, adaptive cruise control, air-conditioning and vegan leather seats. There are also rear sensors and a rear-view camera for a belt-and-braces approach to parking.

Boost models get a larger battery, 16-inch wheels, electric front seats and automatic wipers. In Comfort specification there's a 360-degree camera, full-LED headlights, heated seats and a well placed wireless charging pad for your phone. Plus a more powerful electric motor.

On the move there's only the slightest whine detectable from the motor at low speeds, and the Dolphin Surf settles down to prove very quiet in town. Even under hard acceleration, the electric

ESSENTIALS

BYD Dolphin Surf Comfort

Price: £26,000 (est) **On sale:** June
Powertrain: 43.2kWh battery, 1x e-motor
Power/torque: 154bhp/220Nmm
Transmission: Single-speed automatic, front-wheel drive
0-62/top speed: 9.1 seconds/93mph
Range: 193 miles
Max. charging: 85kW (20-80% in 30 minutes)
Size (L/W/H): 3,990/1,720/1,590mm

ON THE ROAD

Build quality and finish are good, but some rivals feel a little more special inside. There's no argument over the level of tech offered motor stays pretty hushed, with only the increasing wind noise really audible in the cabin. Although the suspension is on the noisy side when called into action, it deals with rough surfaces very well, cushioning vibrations and impacts. The ride only became jarring over the most serious potholes thrown up by our test route through central Rome.

The steering is light, just as you would want in a city car, and consistent in the responses it brings from the car. There are Sport and Comfort settings with the former adding a bit of extra heft that most people will find preferable on faster roads.

The brakes are powerful enough and predictable, but the effect from the dual-mode regenerative braking system is very slight. Even in the strongest setting there's little noticeable slowing when you lift off the accelerator, so if you like a strong regen or even one-pedal driving, this isn't the car for you.

The exact powertrain you get in the Dolphin Surf depends on your choice of trim level. The base Active cars get a 30kWh battery and the others get a larger 43.2kWh unit. While Active and Boost trims offer an 87bhp motor, the Comfort range topper has a punchy 154bhp and 220Nm of torque, making it one of the most powerful models in the class.

None of the Dolphin Surf versions is what you would call blisteringly fast, especially by modern EV standards. The Active model manages an 11.1-second time for the 0-62mph sprint, but the Boost's bigger battery and extra kit make it 76kg heavier and a second slower, at 12.1 seconds.

Even the Comfort model only manages 9.1 seconds, despite its extra power and a 1,390kg kerbweight that is just 20kg up on the Boost. It feels quicker than those figures on the road, however, zipping up to 30mph pretty eagerly. Indeed, the Comfort version can struggle to put its power down, especially on wet roads.

The Dolphin Surf can deliver a driving range of up to 200 miles, which is a very strong showing for the city car class. Even the base model can manage close to 137 miles on a full charge in the official WLTP tests, fractionally less than the Dacia Spring's 140-mile claimed range.

On our test route in the Italian capital we returned impressive efficiency of 5.4mi/kWh in the Comfort model. This was mainly in urban driving, but it would equate to an in-town range of more than 230 miles, suggesting that 200 miles between top-ups would indeed be realistic in mixed driving.

The maximum charging speed for the smaller battery is 65kW, but the big one can charge at 85kW. In either case, the Dolphin Surf can be boosted from 10 to 80 per cent in half an hour. All Dolphin Surf models support 11kW AC charging, which will allow a full charge to 100 per cent in 3.5 hours (Active) or five hours (Boost and Comfort).

Interior quality is good for a city car at this price, but the likes of Hyundai's Inster, the Renault 5 and MINI Cooper are ahead in terms of the special feel they generate in their cabins.

The 10.1-inch central touchscreen is the main focus, but there is a row of shortcut switches below that give easier access to the driving modes, ventilation system and the stereo volume. We could live without the little squelchy sound effects that accompany the car's shifts from neutral to drive and reverse, though.

There are only four seats in the Dolphin Surf, but rear legroom is impressive, helped by the flat floor. At just over six feet tall, Steve was able to sit comfortably behind his own driving position with a decent amount of knee room and space for his feet under the seat in front. The high window line may mean that small children in the rear struggle to see out, but there are Isofix points on the front passenger seat as well as in the rear.

"The Dolphin can deliver a ra
which is a very strong showi

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FEATURES

Driving information is shown on the seven-inch digital panel (above), while the two rear seats (below) are roomy, with enough legroom for taller people to sit comfortably

nge of up to 200 miles,
ng for the city car class”

CENTREPIECE

A 10.1-inch rotating touchscreen (below) controls many functions, but the shortcuts at the bottom of the display make life easier

PRACTICALITY

A 308-litre boot (above, left) matches the capacity offered by the Dacia Spring, and beats the Leapmotor T03’s 210-litre volume

AEX VERDICT ★★★★☆

BYD has high hopes for the Dolphin Surf, and in many respects it’s right to. Priced to compete at the value end of the city car market, it has the space and sophistication of something significantly larger. Maybe it lacks the design flair to lure fashionable buyers from the more trendy alternatives, but a smooth, refined driving experience, low costs and a roomy, good-quality cabin will be enough for those of a more practical persuasion.

Smart #5 Brabus

FIRST DRIVE Blisteringly fast and surprisingly sharp to drive, only a limited real-world range blots new SUV's copybook

Ellis Hyde

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AEX ASIDE from MINI and maybe Fiat, there are no car manufacturers more synonymous with compact models than Smart, creators of the iconic ForTwo city car. A lot of people think that's all it does, even though the smallest car in its line-up is now a 4.3-metre-long SUV called the #1, which is about to be dwarfed by the even bigger Smart #5.

While the #5 – and yes, you do pronounce the hashtag – is another step away from the company's origins, it was only a matter of time before Smart launched a mid-size electric SUV given the success of the Tesla Model Y – the world's best-selling EV – as well as others such as the Skoda Enyaq, Hyundai Ioniq 5 and Audi Q4 e-tron.

We've been told the Smart #5 will go on sale in the UK towards the end of this year, and there will six different variants to choose from: Pro, Pro+, Premium, Pulse, Summit Edition and Brabus. You'll get what you're given with each one, with no option packs or different powertrains to confuse matters. Customers simply select the model they want, plus the paint and interior colour scheme.

Pricing won't be confirmed for a while, but we're told we can expect the range to kick off from close to £40,000, while range-topping versions will cost less than £55,000. The Model Y is currently priced from about £45k-£52k, but the #5 will also be within striking distance of the Enyaq and Ioniq 5, which both start from £39k.

The only thing bolder than the proposed pricing is the design of the #5, which doesn't resemble anything Smart has launched before. Its boxy design has a touch of the Land Rover Defender or Mercedes G-Class about it, but that's popular right now; the brand wants people to know it has a car for those who want to explore beyond city limits.

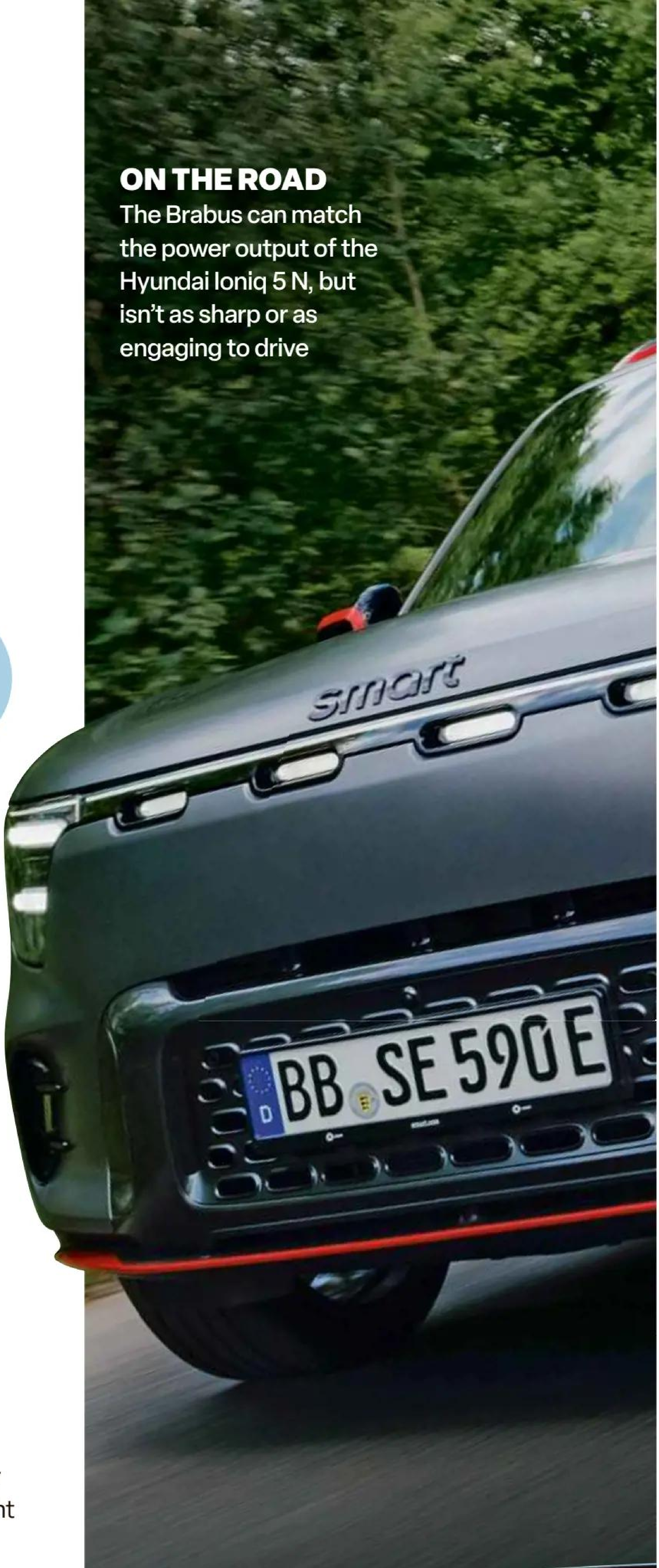
"The exterior design has a touch of the Land Rover Defender or Mercedes G-Class about it"

SMART DETAILS
Sleek two-tone alloys and Brabus-branded puddle lights are unique to top-spec #5

Inside, it appears to have more huge screens than Piccadilly Circus. Every #5 comes with a 10.25-inch digital driver's display and a 13-inch central touchscreen, with higher-spec versions adding a 26-inch augmented-reality head-up display and a further 13-inch screen for the passenger to stream movies, play games or fiddle with various settings.

There are two things to note: the dashboard design is the same for every model, with a textured patterned panel in place of the passenger screen in those that don't have it. Smart also promises the car will detect if the driver looks at whatever's playing on the passenger screen, and will turn it off to ensure they focus on the road. However, it didn't interject once when we tried to provoke it. We were advised that the software is still being fine-tuned, and hopefully this function will have been improved by the time deliveries begin.

All of the screens in the #5 are sharp, and the infotainment system is snappy with menus and



ON THE ROAD
The Brabus can match the power output of the Hyundai Ioniq 5 N, but isn't as sharp or as engaging to drive

ESSENTIALS

Smart #5 Brabus

Price: £53,000 (est) **On sale:** Late 2025
Powertrain: 100Wh battery, 1x e-motor
Power/torque: 637bhp/710Nm
Transmission: Single-speed automatic, all-wheel drive
0-62/top speed: 3.8 seconds/130mph
Range: 335 miles
Max charging: 400kW (10-80% in 18 mins)
Size (L/W/H): 4,705/1,920/1,705mm

> "Its dual-motor powertrain has 637bhp and is capable of 0-62mph in a frankly ridiculous 3.8 seconds"

STYLING
Blocky side profile, chunky arches and lots of flat surfaces are very much in vogue at the moment and Smart has done a good job of encapsulating these elements into the #5's design

graphics loading quickly. It includes a drop-down control centre like a smartphone's, with numerous shortcut buttons, plus more across the bottom of the touchscreen to help make up for lack of physical switchgear in the cabin, and the somewhat overwhelming number of menus for the car's settings. Wireless Apple CarPlay and Android Auto come as standard, of course, while the 1,190-watt, 20-speaker Sennheiser sound system in higher-spec models is simply exceptional.

Smart has always worked to create the most interior space possible, relative to its cars' footprint on the road. Apply that philosophy to a mid-size SUV rather than an ultra-compact runabout, and – unsurprisingly – the #5 is supremely spacious in the front and rear. Six-foot adults can stretch out like they're in business class, and have headroom to spare, too. Plus, there's a huge 630-litre boot, which trumps the Skoda Enyaq's 585 litres, complemented by up to 72 litres of extra storage under the bonnet, if you go for a rear-wheel-drive model. Opt for one with all-wheel drive, such as the Brabus, and this shrinks to 47 litres, but is still more than you get in a lot of rivals.

The entry-level Pro model uses a chunky 76kWh (74.4kWh usable) battery that's good for up to 289 miles on single charge, according to Smart, with the other variants packing a gigantic 100kWh (94kWh usable) battery that ups the official range to 366 miles, or 335 miles in the Brabus.

Those aren't the most impressive range figures we've seen from an electric SUV, and the key rivals we mentioned earlier can all cover about the same distance or further using smaller batteries. You may assume that Smart's figures are more realistic, and actually achievable in the real world. But no.

Normally, when we drive a brand-new car for the first time, we're given whichever model is expected to be the most popular, and maybe the base version, then later we get to try the fast one. This time however, we were handed the keys to the power-mad Smart #5 Brabus straight away.

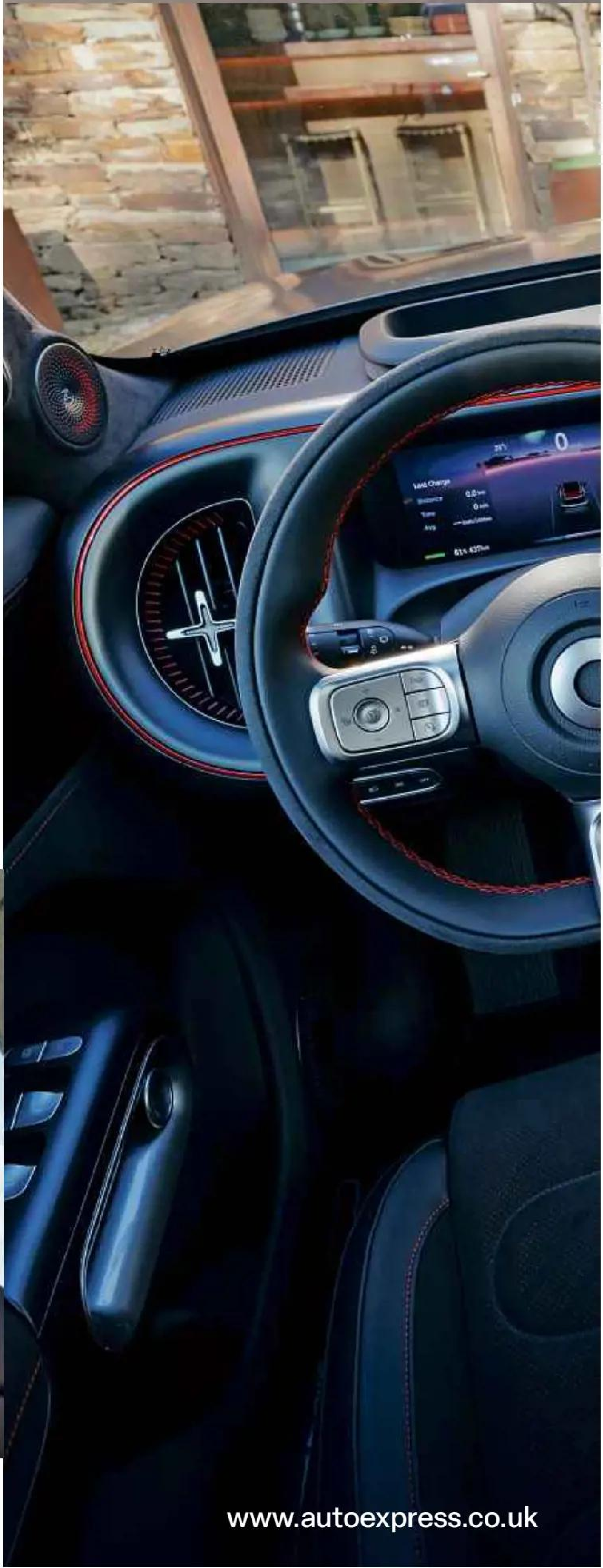
We covered more than 150 miles in the performance flagship in hot and sunny Portugal, including a mixture of town, B-road and motorway driving, and averaged just 2.4mi/kWh. For context, when we tested the new Tesla Model Y in the UK, it did 3.9mi/kWh. What this means is, based on usable capacity, you could cover only 225 miles in the #5 before running out of juice. That's barely enough to get from London to Manchester, and less than you get in the tiny Hyundai Inster (Issue 1,883).

To counteract the energy-devouring powertrain, the #5 is able to charge more quickly than almost anything else on the road right now, with Smart claiming it can reach a lightning-fast 400kW. Admittedly, there are no charging points capable of that speed in the UK yet, but using the 350kW units found in most motorway service stations, topping up that massive 100kWh battery from 10 to 80 per cent should take less than 20 minutes.

The #5 Brabus can make up the time you spend charging, too, because its dual-motor powertrain produces a combined 637bhp and 710Nm of torque, capable of 0-62mph in a frankly ridiculous 3.8 seconds. Activate Brabus mode and once there's enough empty, open road in front of you, flooring the pedal shoves you back in your seat.

But although it's practically as powerful as the sensational Hyundai Ioniq 5 N, this Brabus version doesn't get any suspension, brake or chassis

"Inside, the Smart #5 Brabus appears to have more huge screens than Piccadilly Circus"



DESIGN
Smart's brand reinvention means that the #5 is a bold and purposeful SUV with big road presence. Giant passenger screen (below) is replaced by a panel in lower-spec models

upgrades over a regular #5 with the big battery. Yet despite this, the ride is comfortable, and it does a great job absorbing impacts from potholes. The brakes are strong too, and the steering well weighted.

Switch to Comfort mode and acceleration is much more gradual and less eye-widening, but of course you've still got all that power, so accelerating to motorway speeds is effortless. The ride can occasionally feel unsettled, but otherwise the #5 appears stable cruising along, and is quiet inside. The only slight intrusion is some whistling coming from around the base of the windscreen.

The downside is that the #5 feels a little out of its depth in town. Its size and the way the bonnet is shaped make it hard to tell how close you are to the kerb. There is an 'S-pedal' function for one-pedal driving, which is useful, but there's a delay between you lifting off the accelerator and the car starting to slow. In fact, stopping and starting feel a bit jerky, which is not especially welcome in an EV.

> "The system detects if the #5's driver looks at the passenger screen and will turn it off so they focus on the road"

PRACTICALITY
Rear seats (above) are spacious and offer impressive headroom and legroom, while luggage space is ahead of the class average

AEX VERDICT ★★★★☆

THE Smart #5 encapsulates the phrase 'go big or go home'. We were astounded by how well it handles, while still being comfortable, as well as by the vast amount of space inside, its tech and overall quality, especially for the proposed price. All-in-all, it's a real threat to the Tesla Model Y. But the real-world range appears disappointing alongside rivals.

RUGGED LOOKS The Grande Panda's styling is hugely appealing, oozing character and retro-chic

PRACTICALITY There's a vast amount of headroom in the rear seats and space for a six-foot-tall passenger. The boot is also quite large

Phil McNamara

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THERE'S been a lot of fanfare around the new Fiat Grande Panda, widely regarded as a fine remix of a classic eighties formula. But much of the focus so far has been on the electric model.

For some markets, however – and the UK is one of them – it's the cheaper mild hybrid that's likely to be the big hit, and that's what we have here.

The Hybrid pairs a 1.2-litre petrol engine with a 28bhp electric motor, powered by a 0.88kWh 48V battery (for 109bhp in total), with no need (or ability) to plug it in for top-ups. Drive it gently and the motor can propel the little Fiat up to 20mph, then the three-cylinder engine rumbles discreetly into life, making the e-motor good for emissions-free traffic jams, manoeuvring or coasting. But its biggest asset is the way that it assists the petrol engine to boost acceleration and help economy.

This is not an especially quick car, going from 0-62mph in 10.0 seconds, but at the same time it never feels slow. The standard dual-clutch transmission helps, shifting rapidly through gears and selecting when to send petrol or electric power to the wheels. It can be hesitant if you come off the throttle then quickly jump back on it, but the three-cylinder engine delivers a charming warble.

With its simple twist beam rear suspension, however, ride comfort is the Grande Panda's weak spot. It feels jiggly and unsettled in town and a little stiff and rubbery at high speeds, when it transmits potholes and bumps into the cabin.

Otherwise, the touch points are good: the brakes wipe off speed effectively and the steering is sharp, turning the car keenly without feeling over-sensitive. If you do throw it enthusiastically into bends, it grips well and doesn't lean too much.

But the Grande Panda isn't trying to win you over with its dynamics, so much as its goofy charm.

Playfulness peppers the cabin, within a rugged but cute exterior. The yellow frame around the digital screens is inspired by the Fiat Lingotto factory's famous rooftop test track, complete with a cornering 2D Grande Panda. 'FIAT' is etched into the doors, and materials such as marble-effect yellow plastic bring oodles of character. There's no mistaking the Panda for a dour Volkswagen.

Our test car is the flagship La Prima, costing £21,035 as a hybrid (or £24,305 for its electric equivalent). The visual centrepiece is the 'Bambox', which looks as if a beaver has built a log dam behind the dash, but is actually a cylinder covered in bamboo fibre. It's both functional and appealing, containing a well engineered storage box.

La Prima trim gets the biggest alloy wheels in the range at 17 inches, plus 360-degree parking sensors and a rear-view camera (over the lower Pop and Icon models' rear sensors). It also comes with wireless charging, heated seats and navigation,

Fiat Gr

FIRST DRIVE Petrol-electric ver
charm, but is it enough to counte

ON THE ROAD
Grande Panda looks the part, but the simple twist beam rear suspension is short of refinement on rough road surfaces

ESSENTIALS

Fiat Grande Panda Hybrid La Prima

Price: £21,035
On sale: September
Powertrain: 3cyl petrol MHEV
Power/torque: 109bhp/205Nm
Transmission: Six-speed dual-clutch automatic, front-wheel drive
0-62/top speed: 10.0 seconds/99mph
Economy/CO2: 55.4mpg/119g/km
Size (L/W/H): 3,999/1,763/1,586mm

ande Panda Hybrid

sion of newcomer has plenty of
er disappointing fuel economy?

INTERIOR
Layout of dash and cabin is brilliant, while the oval instrument surround is modelled on Fiat's rooftop test track, complete with two-dimensional Grande Panda completing a lap

plus automatic air-con. This is operated by large, chunky buttons, and there are switches to toggle lane assist, speed limit and hazard warnings.

The soft, foamy seats are great and there's space for a six-foot adult behind a similarly sized driver. Headroom is plentiful, as you'd expect given the tall silhouette, and under-thigh support is good.

The boot has a high lip, but the 412-litre capacity will hold four airline carry-on cases upright beneath the parcel shelf. The rear seats are split 60:40 even on the base £18,035 Pop version, which comes with digital screens, cruise control, six airbags, lane assist and emergency braking.

We covered just over 90 miles in the Grande Panda hybrid, in torrential rain, on motorways and in grinding traffic. Thankfully, the Fiat isn't too noisy on the motorway, but the tyres grumble at different frequencies depending on the road surface.

Our 46mpg was 9mpg off the official WLTP figure, but was this down to the hybrid system being a little thirstier than expected, or my heavy right foot? In the words of Fiat's new ad campaign frontman, nineties rapper Shaggy: "It wasn't me".

VERDICT ★★★½☆

THE Hybrid isn't the high point in the Grande Panda range. In most respects, that's down to the way it drives: the ride lacks finesse and the fuel consumption disappoints. On the plus side, the interior and exterior design is irresistible, while the cabin and boot are generous for a supermini. The pricing is also great value, making the rest an absolute smash hit.

Audi A3 TFSI

FIRST DRIVE Latest Audi hatchback shows why a well sorted PHEV

Jordan Katsianis

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LAST year, Audi revised its popular A3 with a set of styling and interior changes, but the biggest upgrade has arguably only just arrived via a new, much improved, plug-in hybrid powertrain.

We'll start with the key figures, because the firm is quoting a phenomenal electric range of 88 miles on the WLTP cycle. This has been achieved through the new e-motor and a battery pack which, at 25.4kWh, has twice the capacity of the previous one. It also now features DC fast charging at up to 50kW, on top of its peak 11kW AC rate.

This is the same set-up as on the new Volkswagen Golf eHybrid, and it and the A3 beat most rivals for electric range, including Peugeot's recently renewed 308 PHEV, which tops out at 55 miles. If you're wondering how the Mercedes A 250 e compares, that'll do around 52 miles, but it's becoming less relevant by the day given that Merc is set to guillotine the A-Class entirely in the next few months. A PHEV BMW 1 Series? Forget it.

Of course, the electric bit of a plug-in hybrid is only half the story, and in the case of the petrol engine, Audi has renewed that, too. The 1.5-litre four-cylinder unit is cutting-edge, with high-end elements such as a variable-geometry turbo, and runs on a Miller combustion cycle, unlocking impressive low-down torque and efficiency.

Together, Audi quotes fairly ridiculous WLTP efficiency figures between 709mpg and 941mpg, and a CO$_2$ rating from 6 to 9g/km depending on spec, it means the A3 gets close to the tiny Benefit-in-Kind or company car tax rates of an EV, without the need to make the full switch.

Performance also benefits from the petrol-electric collaboration, because the powertrain can produce 200bhp and 350Nm of torque, which gets the A3 from 0-62mph in 7.4 seconds.

While it's easy to focus on the A3's numbers, get the new TFSIe on the road and it's apparent that Audi's engineering efforts have paid dividends in other areas, too, such as refinement and handling.

When driving in electric mode, the 116bhp e-motor has more than enough poke not to feel sluggish or underpowered. It also becomes clear that the claimed 88-mile range isn't pie-in-sky fancy, either, because at A and B-road speeds, plus in town driving, we saw 3.8 mi/kWh efficiency – which pretty much matches that range estimate.

When the petrol engine needs to kick in, it does so with impressive levels of refinement, slipping into operation without a murmur or a jolt.

After the switch, the A3 leaves enough energy in the cells to be used as a traditional hybrid, so most town and low-speed driving won't see the engine fire up even with zero miles of range showing.

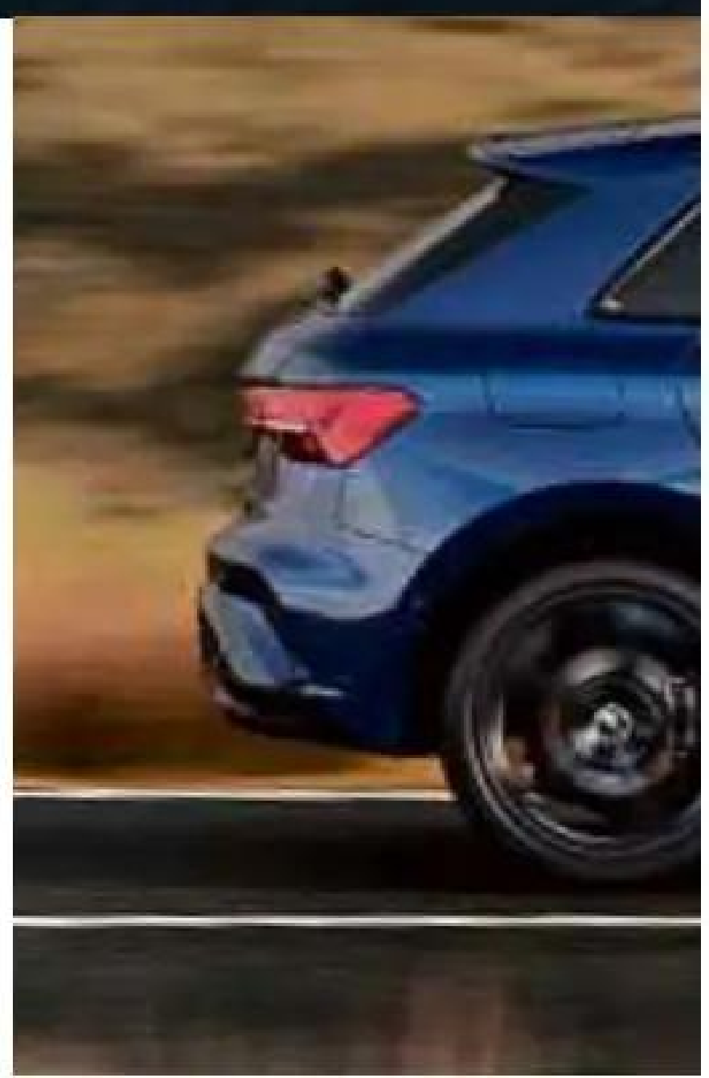
This is all perfectly laid out on the driver's display, too, meaning that you can see how much throttle will cause the engine to fire – useful if you're about to enter a village or cresting over a hill.

If we had one thing on our wishlist, it would be easier configurability for the plug-in hybrid system. A 'battery hold' button to retain power for when you enter a city would be useful, but it is automatically calculated if the navigation system is active.

Audi's work with the suspension has also paid dividends, because the driving experience is largely unaffected by the additional weight of the PHEV system, finding a nice balance between control and comfort. That said, it's not exactly entertaining.

The rest of the package is as per the standard A3, with an attractive, much improved interior, slick

ON THE ROAD
Audi has successfully integrated its PHEV powertrain into the A3 TFSIe without impacting the car's comfort or dynamics



"When the petrol engine needs to kick in, it does so without a murmur or a jolt"

e

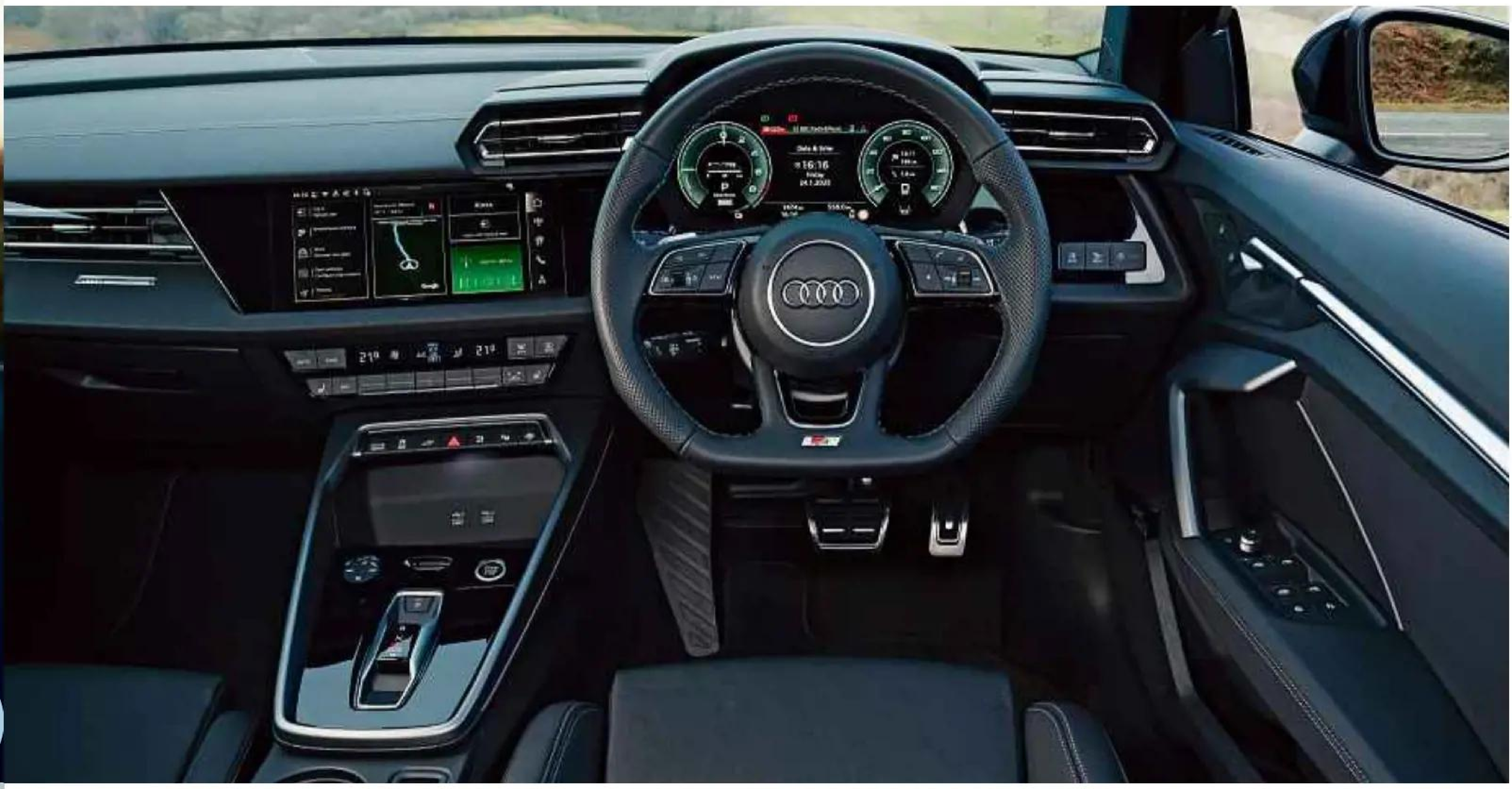
still has its place in the market

ESSENTIALS

Audi A3 Sportback TFSIe S line

Price: £41,430 **On sale:** Now
Powertrain: 1.5-litre 4cyl petrol PHEV, 25.4kWh battery
Power/torque: 200bhp/350Nm
Transmission: Six-speed auto, front-wheel drive
0-62/top speed: 7.4 seconds/140mph
Economy/CO_2: 709-941mpg/6-9g/km
EV range: 88 miles
Size (L/W/H): 4,343/1,816/1,430mm

TRANSMISSION
The A3 switches between electric and hybrid power itself – you just select drive as normal



digital interfaces and a fine balance of clean design and physical controls. Space is average for the class, but the rear bench is big enough for two adults. The boot is also the same size as non-PHEV models, but you do lose the underfloor storage, which would be a great place to store a charge cable.

Overall, though, it is a much better overall package than many plug-in rivals, and makes a lot of sense if you want an electrified experience, with the flexibility of a combustion engine alongside.

Some deride the notion of a PHEV as offering the worst of all worlds on account of compromised efficiency and over-complexity. But here, Audi proves that when condensed into a smaller and more efficient package, it can live up to its promises.

PRACTICALITY
The functional and spacious luggage area on the TFSIe matches the capacity of the standard hatchback, but loses the underfloor storage

VERDICT ★★★★½

AUDI has proven that a plug-in hybrid can offer a compelling combination of near-EV cost-efficiency with the flexibility of a combustion engine. The A3 TFSIe's range, refinement and uncompromised handling make it an excellent choice for buyers who want most of the benefits of an EV, without having to take the plunge of a full electric car.

Tom Jervis

Thomas.Jervis@autoexpress.co.uk

THE manual gearbox could be on the verge of extinction, because exclusive new Auto Express data shows very few new cars on sale are now available with this kind of transmission. This mirrors continuously falling sales across the UK and ultimately limits drivers wanting to change gears themselves.

Our findings show that, at the time of writing, there are just 96 models being offered with a manual gearbox, as opposed to 404 models that are automatic-only, with the former representing just over 19 per cent of the overall market.

Compare this with just three years ago when almost a third of all models (including derivatives such as estates and coupés) were available with a manual transmission.

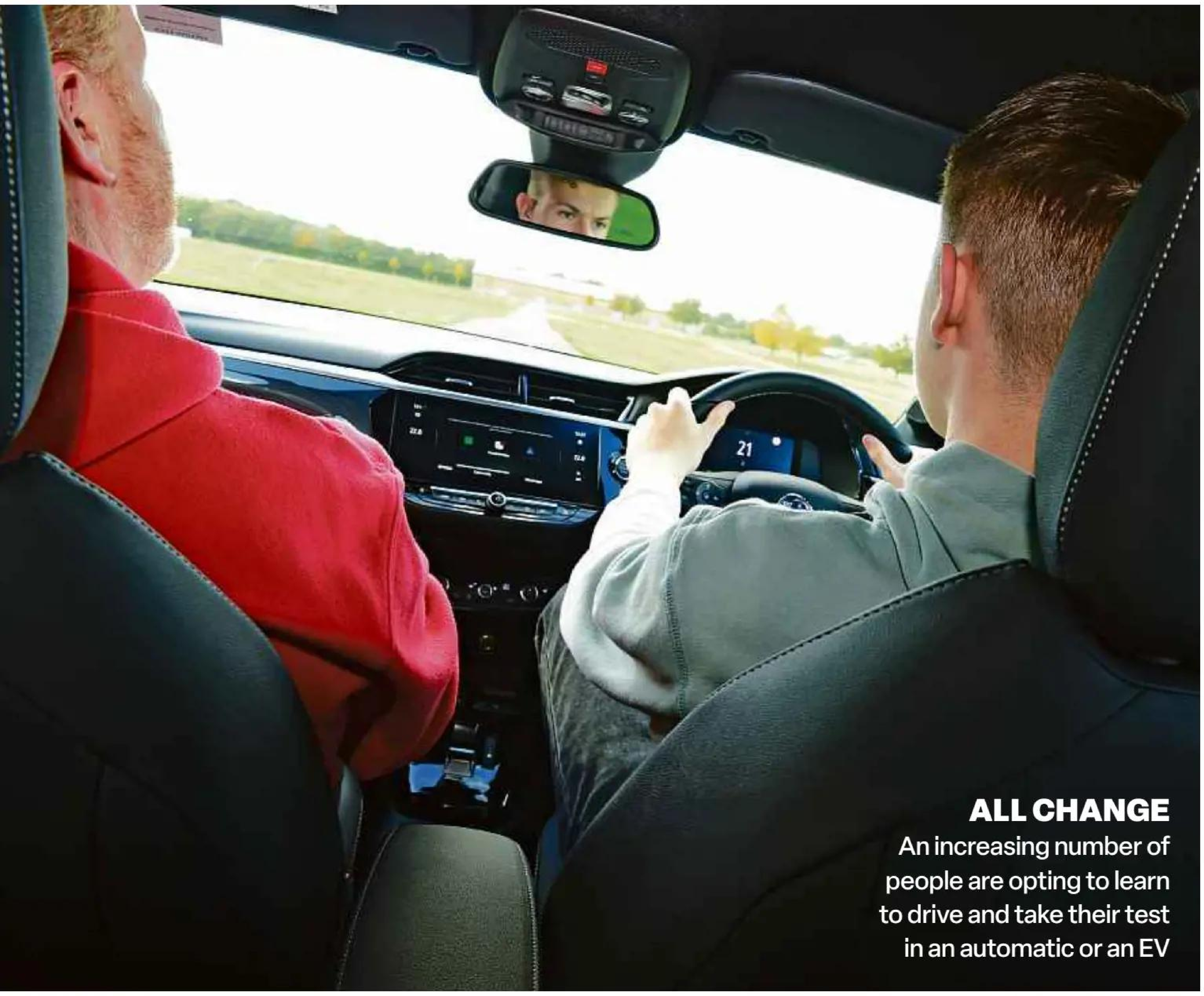
With the number of new manual cars available dwindling, there has been a significant impact on sales. In 2024, the UK's Society of Motor Manufacturers and Traders said just 22 per cent of new cars left the forecourt with a manual transmission. This follows the trend of an overall decline in the number of manual registrations over the past few years, with automatic sales having become the majority in 2020.

So why is the manual gearbox disappearing? There are several reasons, but mainly it comes down to customer demand and the rise of EVs. Firstly, many drivers simply prefer driving an automatic car; while enthusiasts typically favour the involving nature of changing gears themselves, taking this action out of the equation ultimately makes driving much more relaxing, which many motorists prefer.

Then there's the rise of electrified vehicles which, whether you're considering hybrids or full EVs, almost all operate as full automatics. As these begin to flood onto the used market, the UK car park will slowly but surely say goodbye to the manual transmission, with this type of gearbox left to the cheapest or most driver-focused vehicles on sale.

It's perhaps no surprise then that more and more young people are choosing to take an automatic driving test, rather than the full manual alternative. Figures from the AA Driving School found that one in five of its students (21 per cent) took and passed their practical test in an automatic car in 2024, up from just nine-and-a-half per cent five years earlier.

"IN 2024, THE UK'S SMMT SAID JUST 22 PER CENT OF NEW CARS LEFT THE FORECOURT WITH A MANUAL TRANSMISSION"



ALL CHANGE
An increasing number of people are opting to learn to drive and take their test in an automatic or an EV

AA Driving School's managing director, Emma Bush, said: "As more people become confident with the idea of their driving future being electric, the idea of needing to drive a manual vehicle will feel irrelevant to many. Indeed, we see many are already choosing to not only learn in an automatic, but to learn in an electric vehicle.

"We see this trend continuing and the need for manual tuition declining, although manual licences will remain important for some drivers as they will want the option to drive a larger variety of vehicles."

GEARBOX QUESTIONS ANSWERED

WHY ARE MANUAL CARS CHEAPER, AND ARE AUTOMATICS WORTH THE ADDITIONAL COST?

IN most mainstream model lines, the manual gearbox has historically been by far the bigger seller. This means the development costs have been relatively lower than for auto options, and the cost of making them can be spread much wider – resulting in lower prices for consumers.

As automatic transmissions become more commonplace, it's likely that the price gap will continue to narrow, despite the auto box technology often being more advanced.

Meanwhile, it's a case of judging the benefit against the extra cost, and not just for you but also for the next owner. Some cars can really suffer on the used market with the wrong option, so it's important to do your research.

DO ELECTRIC VEHICLES HAVE AN AUTOMATIC GEARBOX?

WHILE most electric vehicles don't have a gearbox in the traditional sense, they do, to all intents and purposes, drive very much like an automatic car, because there are no gears to worry about shifting through.

For the most part, all drivers of EVs have to worry about is selecting 'drive' whenever they want to set off, 'reverse' when they want to go backwards and 'park' after they have completed their journey.

Some EVs, however, such as the Hyundai Ioniq 5 N, try to simulate the sensation of changing gears in a semi-automatic gearbox. The Hyundai,

EMMA BUSH AA Driving School MD

"MANUAL LICENCES WILL REMAIN IMPORTANT FOR SOME DRIVERS WHO WANT TO DRIVE A LARGER VARIETY OF VEHICLES"

IS THE MANUAL GEARBOX DEAD?

As the popularity of the manual gearbox continues to fall, we explain why – and whether you should you still consider one over an automatic transmission

EMMA BUSH AA Driving School MD

> **“AS MORE PEOPLE BECOME CONFIDENT WITH THE IDEA OF THEIR DRIVING FUTURE BEING ELECTRIC, THE IDEA OF NEEDING TO DRIVE A MANUAL VEHICLE WILL FEEL IRRELEVANT TO MANY”**

R 1 3 5
2 4 6
NAME
MANUAL GEARBOX
BORN: 1891 DIED 202?
CARE OF THE AUTOMOTIVE
COUNTY MORGUE

for example, does this via paddles mounted on the back of the steering wheel and a trick regenerative braking system that mimics the sensation of individual gears and engine braking.

WHAT KIND OF DRIVING LICENCE DO YOU NEED TO DRIVE AN AUTOMATIC CAR?

YOU can take your test in an automatic car, but while it's cheaper and faster to learn, you will only be awarded a restricted licence when you pass. This limits you to driving auto only, unless you take the test for an unrestricted licence.

IS THAT A PROBLEM?

AGAIN, it depends on individual circumstances and preferences, but it's less of an obstacle than it used to be, and the options for 'auto-only' drivers are now far wider than they once were – particularly with the increasing number of new electric vehicles on the market.

DO IT YOURSELF

Most enthusiasts still prefer the involvement of a manual gearbox, because it enhances the drive

WHICH GEARBOX IS RIGHT FOR YOU?

IF you're passionate about driving, you'll want to take full control, and the best way to do this is still with a manual gearbox and clutch. But if you do a lot of urban or motorway driving and just want to relax at the wheel, an automatic transmission is the better choice.

In many ways, a twin-clutch semi-automatic transmission offers the best of both worlds, allowing you to take manual control when you want, while letting the electronics do all the work if you're taking it easy.

Ultimately it will largely be a personal choice depending on the type of car and driving you do. Just make sure you examine the pros and cons of each option before taking the plunge.

MANUAL vs AUTO vs SEMI-AUTO

We look at the three options and weigh up their different strengths and weaknesses

MANUAL GEARBOX

PROS: Involving to use, more efficient than a conventional auto, cheaper to buy
CONS: More physical effort needed, a chore to use in stop-start traffic, lack of mechanical sympathy may damage the transmission

FOR some driving enthusiasts, only a manual gearbox will do. The mechanical 'connection' that you experience when shifting through the gears is satisfying in itself, and adds a layer of involvement that you just don't get from an auto.

The physicality of grabbing the gearknob, the skill of disengaging and re-engaging the clutch at the right time, blipping the throttle to match revs on each downshift and the mechanics of the linkage connecting the transmission to the driver's hand are part of what makes the driving experience of many manual cars so engaging.

That's fine if you enjoy driving, but if you own a car just to get from A to B, the effort of using a manual can be a chore. If you do most of your driving in town, then this effort could be rather tiring in stop-start traffic. And if you're not really concentrating on what you're doing, you could stall your car at best, possibly causing damage to the clutch or gearbox itself at worst.

New drivers could find the effort of using a manual car too much bother. If you've just passed your test, you're likely to lack confidence behind the wheel, and having to change gear while concentrating on your surroundings and other road users could knock your confidence. There's the ever-present risk of stalling, and there's nothing worse than entering a roundabout in too high a gear only to gracelessly pogo around at low speed before finding the right cog.

Also consider the residual value of a car before specifying a manual gearbox. In some premium models, auto gearboxes are the default choice for buyers over a manual option. Specifying a manual in one of these cars or buying a manual used model could leave you with a vehicle that's very difficult to sell on when the time comes.

AUTOMATIC GEARBOX

PROS: Simple to use, smooth gearchanges, relaxing to drive
CONS: Poorer fuel efficiency/performance, more expensive to buy, not much fun to be had

THERE'S a variety of different automatic gearbox types, but the conventional auto uses a device called a torque converter to transfer engine power to the road. This hydraulic system eliminates the clutch and manages gearchanges by itself, although usually there are fewer gears for it to work with. It's easy enough to operate, but the way that these traditional automatic boxes change gear means that they're not designed with focused driving in mind.

These kinds of autos are best left to their own devices so they can manage power delivery according to demand, and that means the cars they're fitted to are better suited to relaxed cruising, rather than twisting roads. The same can be said for the continuously variable transmission (CVT), which again manages engine power and gear speed in a way that means driver involvement is limited.

The main advantage of a CVT gearbox over a traditional torque converter is its usually superior fuel efficiency, although both these types of automatic have issues when it comes to economy. Compare an auto with a manual fitted to the same engine, and you'll invariably find that the manual is more efficient, because the auto gearbox relies on engine power to shift gears. You'll also be paying more for an auto box, and typically where you have the choice of a manual or an auto, you can expect to pay around £1,000 extra for the automatic version.

At least an auto is easier to drive than a manual. There's no clutch pedal to worry about, so stop-start traffic is easier to deal with, while new drivers won't have to be scared about stalling or being in the wrong gear, because an auto is always engaged, even at a standstill.

SEMI-AUTOMATIC

PROS: Smooth shifts, can be more efficient than a manual gearbox, adds involvement
PROS: Still not as engaging as a manual transmission, complex design means the potential for costly repairs

THERE is an 'in-between' option when it comes to auto gearboxes, and it goes some way to reintroducing driver involvement to the mix. The 'twin' or 'double-clutch' auto, colloquially known as DCT, differs from a regular auto because it still uses a clutch system. The clutch pedal is removed in favour of electronic control, either by the car's software, or by the driver via a simple back-and-forth gearlever or steering-wheel paddles.

The twin-clutch system uses two clutches, one for the current gear engaged, while the other pre-selects the next gear. The latest systems can cope with large torque outputs, and sports car makers such as Ferrari and McLaren exclusively use twin-clutch technology on their cars, because it can be directly linked with their motorsport programmes.

On regular cars, a twin-clutch gearbox will have as many gears as a manual, sometimes more, and it will deliver faster, smoother shifts. Because the electronics are controlling the gearbox, it will select the optimum gear for any situation, therefore optimising fuel economy.

Many twin-clutch gearboxes have a sport setting that means the electronics hold on to gears for longer, or you can often select a full manual mode to take control yourself.

The downsides of a twin-clutch gearbox are the initial outlay – you could pay around £1,500 for one over a manual – and the potential for expensive repairs. There's a lot of advanced electronics controlling the gearbox, and the twin-clutch set-up means there's twice the risk of clutch pack failure. But there's no doubt that the twin-clutch gearbox is no less reliable than a manual or conventional auto, and repairs on a new car will be covered by the maker's warranty.

ESSENTIALS

Dacia Bigster Journey Hybrid	Nissan Qashqai Acenta Premium MHEV
Price: £29,440	**Price:** £31,335
Powertrain: 1.8-litre 4cyl petrol hybrid, 153bhp, six-speed auto/fwd	**Powertrain:** 1.3-litre 4cyl petrol MHEV, 156bhp, six-speed manual/fwd
0-62mph: 9.7 seconds	**0-62mph:** 9.5 seconds
Test efficiency: 53.7mpg	**Test efficiency:** 37.4mpg
Annual VED: £195	**Annual VED:** £195

Pete Gibson

BIG DECISION

The Bigster is Dacia's largest model yet. How does it compare with the ever-popular Nissan Qashqai?

DACIA BIGSTER vs N

Romanian manufacturer is thinking big as it enters a new market

WITH the lower end of the market covered by the likes of the Sandero supermini, Jogger seven-seater and Spring electric city car, the only way was up for the expansion of Dacia's range. Enter the Bigster compact SUV, a model with a name that neatly describes its position: it's like a Duster, but bigger.

But there's a bit more to it than simply larger dimensions and more space, because this is also the first model from the Renault Group to use its new 1.8-litre hybrid powertrain. It's the most expensive Dacia yet, too, although a maximum price tag of £30,000 means the Bigster offers more space and kit than many other cars in the same bracket.

To see exactly how the Bigster fits into the market, for this test we're pitching it against one of the UK's best-selling compact SUVs, the Nissan Qashqai. As it stands, Qashqai prices start pretty much where the Bigster's stop, so we want to see if you get what you pay for.

Does the Romanian newcomer offer the complete package of family-friendly practicality, low running costs and head-turning style? Or does paying a little extra reap the benefits of a more rounded and upmarket ownership experience?

CONTENDERS

Dacia Bigster

LIKE for like, the Bigster is around £3,500 more than the Duster, but that means prices are still well under those of compact SUVs that are a similar size. There's a 1.2 TCe mild-hybrid version available with two or four-wheel drive, but we're testing the new 1.8 hybrid powertrain. Expression, Journey and Extreme trims are available, but even the top-spec Extreme hybrid comes in at less than £30,000. We're testing the comfort-orientated Journey model, which offers plenty of kit and is £29,440 in hybrid guise.

HEAD TO HEAD

ON THE ROAD

NEITHER car is particularly fast, but the Nissan feels more responsive, thanks to its revvy petrol engine and manual gearbox. The Dacia favours electric drive, so it picks up quickly, but there's a disconnect between your acceleration and the sound of the engine. The Bigster has a fidgety ride at low speeds that improves the faster you go, but overall the Qashqai on its smaller wheels feels more comfortable.

TECH HIGHLIGHTS

THE high-spec Bigster has the measure of the entry-level Qashqai for kit. The touchscreen systems both run Google software, but the Dacia's black screens with green highlights have a more modern look. While the Qashqai has a reversing camera, the Bigster features front and rear cameras, plus a forward-facing side view from cameras in the door mirrors that can help you position the front wheels.

PRICE AND RUNNING

CLAIMED fuel economy of 58mpg for the Bigster hybrid is well ahead of the petrol manual Nissan, and it proved to be an efficient performer on test, too. We saw more than 53mpg without even trying to drive efficiently, and the powertrain's EV bias will only improve on that with more urban driving. The Nissan was decent, at 37.4mpg in similar driving, but mild-hybrid tech isn't a match for a full hybrid.

ISSAN QASHQAI

SALES TARGET
Dacia is hoping to attract buyers of compact family SUVs such as the huge-selling Nissan Qashqai with its new Bigster

Nissan Qashqai

THE Qashqai remains a hugely popular choice among buyers in the UK, so it's a perfect benchmark for the Bigster. While the model in our pictures is the N-Connecta – our pick of the range in terms of the balance it offers between price and standard equipment – the figures you'll see in the specifications are for the model which is more closely aligned with the Dacia's price: the base-spec Acenta Premium. In this trim and with the mild-hybrid manual powertrain, it's priced at £31,335.

PRACTICALITY

DACIA is a clear winner here for boot space, but it is 145mm longer than its rival, so we'd expect it to hold an advantage. In terms of interior room, both are very generously appointed and great for families. Choose your models carefully if you plan to tow; the Qashqai MHEV is the best with a 1,650kg limit to the Bigster's 1,500kg, but full-hybrid versions only manage 1,000kg (Dacia) and 750kg (Nissan).

SAFETY

THE Qashqai earned a five-star Euro NCAP rating in 2021, with a notably strong 95 per cent score for its on-board safety tech. While Dacia's models haven't fared very well in the safety organisation's tests, at least the Bigster has a decent list of safety kit. One highlight is the My Safety system, which allows you to set up the likes of lane assist and traffic-sign recognition to your preference at two touches of a button.

OWNERSHIP

BOTH cars come with a fairly average three-year/60,000-mile warranty, plus breakdown cover for the same period. But the Bigster edges ahead for warranty cover with the Dacia Zen package. If you get the car serviced at an official Dacia franchise, then it is automatically entitled to 12 months or 18,000 miles of warranty cover, and you can cover the vehicle up to its seventh birthday or for up to 75,000 miles.

DACIA

SUV blends practicality and effic

DACIA
ND25 HWB
BIGSTER

IF ever there was a car with a name that matched its intent, the Dacia Bigster is it. If you need more space than the brand's Duster offers, then the Bigster fits the brief for a few thousand pounds extra. It has similar chunky styling, efficient powertrains and user-friendly tech, but there's more room for families.

Both cars use the same CMF-B platform, but the Bigster is longer and taller than its range mate, and has a longer wheelbase, too. That means more space on board, with a bigger boot and more room for passengers, while the cabin features the same chunky design that Dacia employs to help hide its budget roots.

ENGINES & PERFORMANCE 4.2/5★

THERE are two engine options in the Bigster, but neither delivers spirited performance. The 1.2 TCe mild-hybrid manual has 138bhp and 230Nm of torque, which is good enough for a 0-62mph time of 9.8 seconds, while adding four-wheel drive sees power reduced to 128bhp, but torque remains the same. This model has a 0-62mph time of 11.2 seconds.

The hybrid features a powertrain that's new to the Renault Group, because it's based on a 1.8-litre four-cylinder, rather than the 1.6-litre unit used by the Duster hybrid. It makes 153bhp and only 205Nm of torque, and is assisted from a standstill by an electric motor, allowing for 0-62mph in 9.7 seconds. As with rival hybrid systems, the Bigster's electronics juggle between EV, hybrid and petrol modes, so the engine note doesn't always synchronise with the car's acceleration. There's no issue with power delivery, though, with linear acceleration from a standstill from the e-motor, but a fair amount of engine noise at full throttle, although the Dacia's character means you're not likely to use it very often.

DRIVING 4.0/5★

WITH a platform and powertrains shared with the Duster, it's no surprise that the Dacia Bigster has similar manners on the road.

AROUND TOWN At low speeds, the ride has a fidgety edge when the road surface is poor, and this is amplified by the large 19-inch wheels and relatively low-profile tyres fitted to Expression trim. It's not overly harsh, but is probably the part of the driving experience where the Bigster's budget roots most obviously show through compared with more expensive models, such as the Nissan Qashqai.

The powertrain is great, though. Keep your speed sensible and throttle inputs gentle, and you'll rarely hear the engine firing up. There's a small graphic in the dash that displays energy flow between the wheels and power sources, but there is a delay between what it shows and what you hear. Having said that, the engine cuts in smoothly and with a distant hum, so the cabin stays hushed at low speeds.

Light steering boosts manoeuvrability, although we found the high-set bonnet made it slightly tricky to position the nearside of the car against a kerb. Journey models feature forward-facing door mirror cameras that can help you find the edge of the road, though.

A & B-ROADS Quick steering and a floaty sensation to the ride mean that the Bigster is safe and predictable rather than fun. The damping settles down at higher speeds, which boosts comfort, but the tall ride height and soft set-up means lots of body roll in corners. The steering has decent weight and grip is good, but the lean in bends will deter you from pushing the car any harder than necessary.

MOTORWAY The Bigster is a decent cruiser at motorway speeds. The hybrid model switches between petrol and EV drive even at 70mph, with no hesitation in the powertrain as you accelerate, because the electric motor takes priority over the engine, and just a small amount of vibration can be felt when the four-cylinder unit cuts in. Expression models on 19-inch wheels do suffer from a bit of tyre noise, while there's rustling from the door mirrors from around 55mph and above.

MPG & RUNNING COSTS 4.7/5★

CLAIMED fuel economy for the mild-hybrid car is up to 50mpg for the front-wheel-drive model and 46mpg for the 4x4, but the Bigster hybrid is the economy champ, achieving up to 58mpg in the WLTP cycle.

In the real world, we managed 53-54mpg with this version without making any special effort to be efficient and including a large amount of motorway mileage – the EV mode even cut in at high speeds when the drivetrain was under very light load to boost efficiency. That means a range of 590 miles should be easily achievable in everyday use, and probably even longer if you do more urban trips.

There's an Eco driving mode, but it doesn't feel much different from standard, with just a slightly softer throttle pedal to boost efficiency. Some drivers might appreciate the fact that it makes the powertrain feel a bit smoother. There's also a 'B' drive mode to boost engine braking when coasting. It's not as strong as the setting you'll find in some EVs, but offers more resistance than the standard drive mode.

TAX With even the highest-spec versions of the Bigster listed at less than £30,000, the Dacia doesn't incur the luxury car tax levy that some top-spec, £40k-plus compact SUV rivals might face. Those low list prices will offer Benefit-in-Kind company car savings,

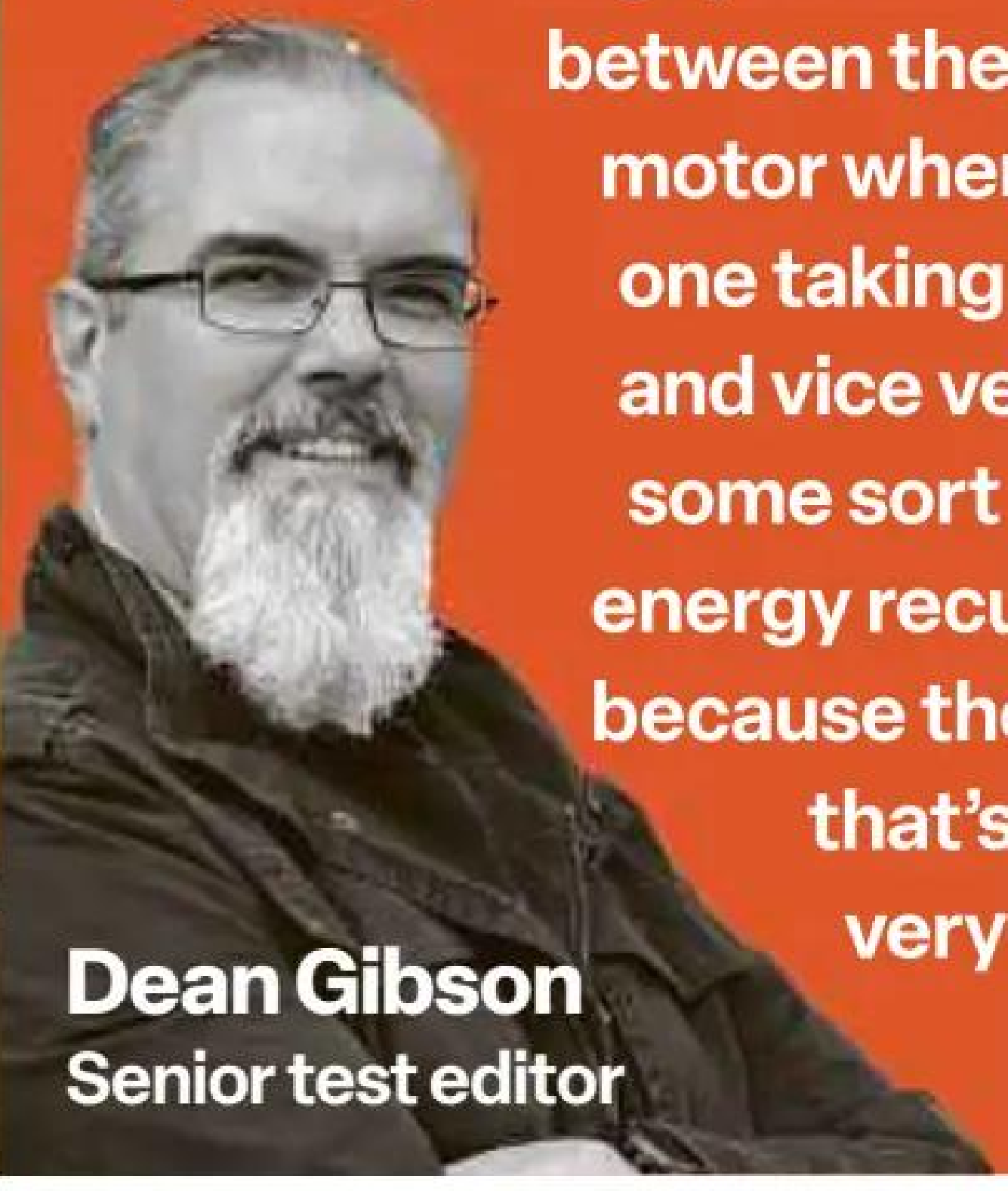
MODEL TESTED:
Dacia Bigster Journey Hybrid

PROS	CONS
Fantastic value for money	Hard plastics in the cabin
Lots of space for people and luggage	Ride can be fidgety on big wheels
Hybrid offers great efficiency	Hybrid system can get noisy

TESTER'S NOTE

THE new hybrid powertrain works well in the Bigster. While there's a larger-capacity petrol engine under the bonnet, the car still favours electric drive most of the time, especially at lower speeds.

The benefits can also be felt at higher speeds, though, and the electronics swap between the engine and electric motor where necessary, with one taking a load off the other and vice versa. We'd like to see some sort of multi-stage energy recuperation, though, because the single 'B' mode that's offered isn't very strong.



Dean Gibson
Senior test editor

BIGSTER

iency with Dacia's usual value for money

CLEVER KIT
Dacia's YouClip system lets you attach various accessories, including a phone mount (below), bag and tablet holder, to various points in the Bigster's cabin and boot

> **"KEEP YOUR SPEED SENSIBLE AND THROTTLE INPUTS GENTLE, AND YOU'LL RARELY HEAR THE ENGINE FIRING UP"**

but CO_2 emissions in the 105-134g/km range mean that there are cheaper EVs and PHEV cars that will cost less for business users.

INSURANCE The petrol mild-hybrid is in group 27, while adding 4WD and reducing power puts the car in group 26. The more complex hybrid is in group 28. These ratings are on the high side against some rivals.

DEPRECIATION The Bigster has some of the strongest predicted residual values in the new-car market. Top-spec Extreme versions do particularly well, with the hybrid expected to retain more than 67 per cent of its value after three years. Even the poorest performing 4WD model weighs in at 57 per cent.

INTERIOR & TECHNOLOGY 4.3/5★

THE Bigster uses chunky design cues inside and out that make a virtue of the hard plastics and fabric trim which are used throughout the car. But some of the material quality on board is clearly a step behind that of pricier rivals.

DESIGN While the Bigster name is on the tailgate and the C-pillars, we wouldn't be surprised if the car gets confused with the Duster. It has all the same design cues as the current Duster, such as the Y-shaped daytime running lights, it's just a bit larger.

Inside, the Y-shaped theme continues on the air vents and door trims, while the high-set touchscreen and digital dials add a modern edge. Those systems are borrowed from Renault, and there's lots of switchgear that's taken from the French brand, too.

QUALITY While the cabin looks smart, the material quality in places leaves a little to be desired. There's not much wrong with how the switchgear works, and the neoprene-style seat fabric feels high-quality to the touch, but there are lots of hard plastics. In places they don't feel particularly robust.

The rear door handles are another example of questionable perceived quality. These are set in the C-pillars, yet they feel a little flimsy – they're double hinged for strength, but the plastic grabs flex as you pull the handle open.

There were rattles in the cabin, too, while the driver's door seal on our car was missing a clip and didn't sit smoothly with the shut line when the door was closed. It didn't mean there was extra wind noise, but was another sign that the Bigster is built down to a cost.

TECH AND INFOTAINMENT The high-spec Journey model features built-in sat-nav, but if you'd rather use your own device, there is a wireless smartphone connection, or a cradle to mount your phone. This uses the YouClip system, which features small plastic squares to which you can lock different pieces of kit (such as a torch). There are further YouClips in the boot and Dacia offers a various accessories.

PRACTICALITY 4.6/5★

THE extra length and wheelbase the Bigster has over the Duster means it also offers more passenger and boot space than you'll find in a number of more expensive rivals.

FRONT SPACE There's a decent range of seat adjustment, but taller drivers might find the left footrest a little high and a lack of under-thigh seat support might cause some aches on longer trips. There's a decent view out, too, although the high-set bonnet creates a bit of a blind spot immediately ahead of the car.

Storage up front is fine, but the door cards' design means access to the long bins below the armrests is a little tight, while the bins are narrow. There's a reasonable glovebox – the fuses encroach into the space, but what's left is quite deep – while the centre armrest is a decent size, with twin cup-holders ahead of it.

REAR SPACE Access to the rear is good via long, wide-opening doors, and there will be no complaints from passengers about the space offered in the back. Headroom is plentiful, while legroom is among the best in the class and there's good foot space, even considering the ridge in the floor under the front seats.

Occupants are well catered for, too, with twin air vents and USB-C connectors, while the centre section of the back seat folds down to create a ski hatch with twin cup-holders and a couple of angled slots to hold phones. The rear door bins are a little narrow.

BOOT SPACE Journey models get a powered tailgate and this opens to reveal a vast cargo area. A capacity of 612 litres is 140 litres up on the Duster and ahead of the Nissan Qashqai and Hyundai Tucson hybrid, too.

There are two false floorboards with enough room beneath for a space-saver spare wheel, while the rolling load cover can be fixed in two positions. The back seats fold almost flat and can be released via levers set into the sides of the boot, or there are fabric pulls on the shoulders, although these are thin and fiddly to reach from the passenger compartment.

RELIABILITY & SAFETY 4.4/5★

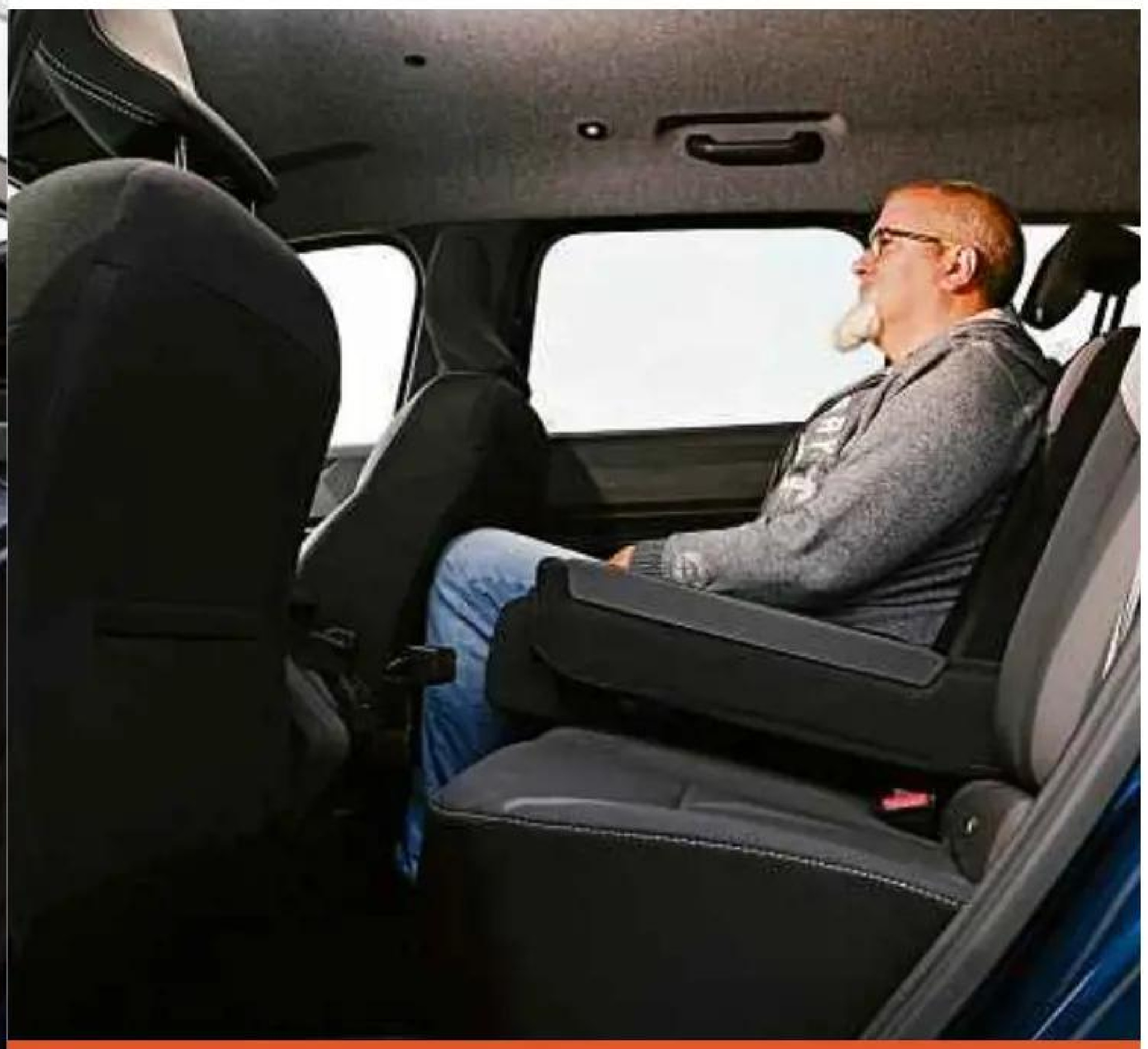
THE Bigster's Euro NCAP score is based on the one achieved by the Duster, so it has a three-star rating. While that doesn't sound great, there are plenty of advanced safety systems on board. Emergency braking with pedestrian, motorcycle and cyclist detection, traffic-sign recognition, driver-attention

DRIVING POSITION

The driver should be comfortable, thanks to the wide range of seat and steering wheel adjustment, while the infotainment screen is angled towards them

REAR SEATS

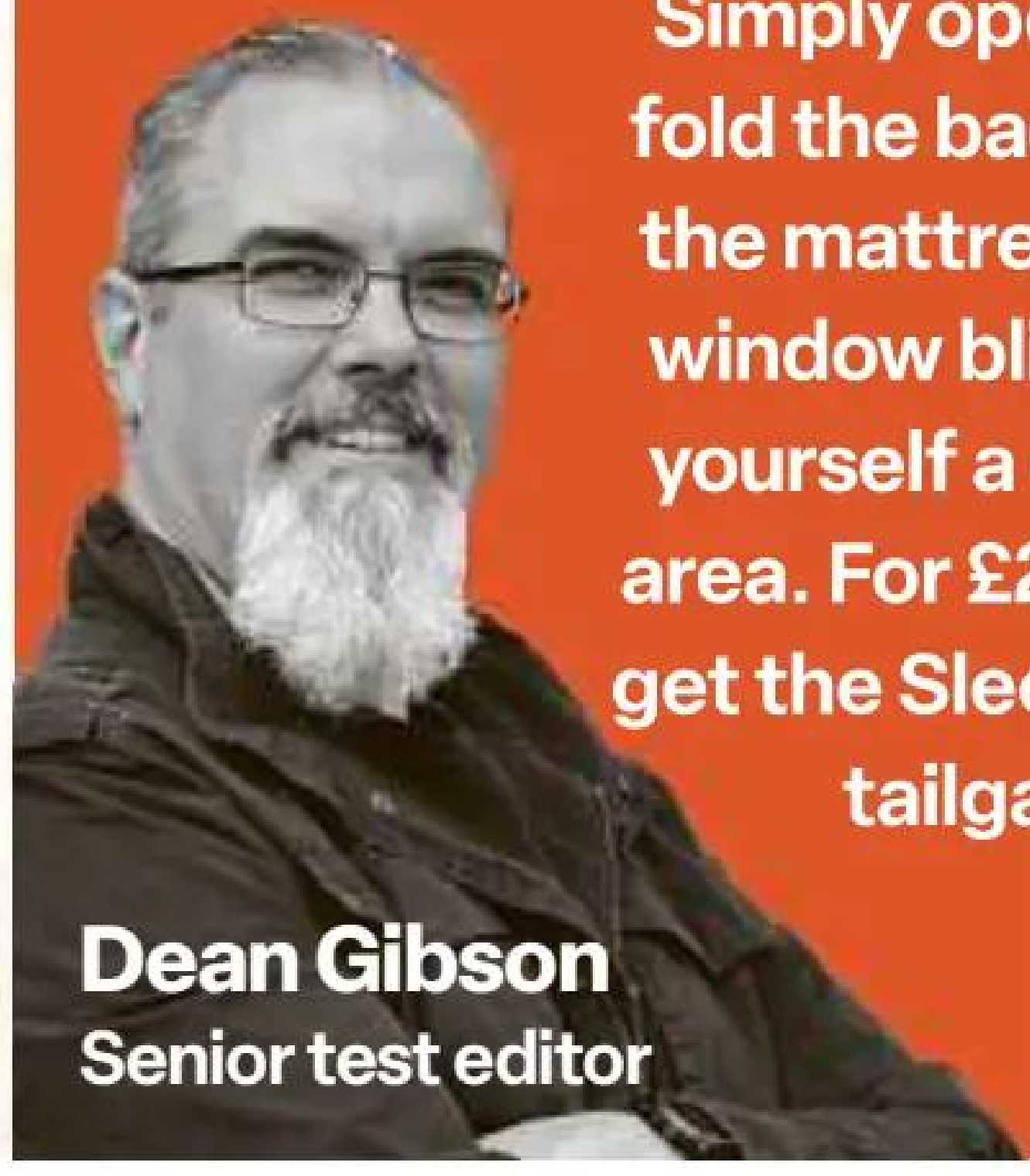
There's lots of room in the back, while air vents, cup-holders and USB-C ports should keep passengers happy and their devices charged



TESTER'S NOTE

IF you want to make the most of the Bigster's improved cabin space over the Duster, then we'd recommend investing in the Sleep Pack. This simple camping kit costs £1,740 and adds a plywood box that contains a rolled-up mattress and blackout window blinds.

Simply open the box and fold the back seats, roll out the mattress and fit the window blinds, and you have yourself a car-shaped sleeping area. For £2,090 you can even get the Sleep Pack with a tailgate tent, too.



Dean Gibson
Senior test editor

PRACTICALITY

Boot capacity stands at 612 litres with the seats up (above) and 1,977 litres with them folded. The £300 optional spare wheel sits under the two removable floorboards, while there's a 12V power outlet in the load bay, too

> "THE BIGSTER HAS SOME OF THE STRONGEST PREDICTED RESIDUAL VALUES IN THE NEW-CAR MARKET"

warning and lane-change alert are included, and the systems aren't as intrusive as those found in many rival cars.

WARRANTY 4.2/5★

THE Bigster has Dacia's standard three-year/60,000-mile warranty. But the firm offers an extended warranty that's service-activated. Dacia Zen adds 12 months or 18,000 miles of cover (whichever comes first) up to seven years or 75,000 miles.

SERVICING 4.2/5★

DACIA offers a fixed-price service plan for its combustion-engined cars. It's £9.99 a month for a three-year/30,000-mile plan, £20.99 a month for a four-year/48,000-mile plan or £24.99 if you add a 60,000-mile maximum. These two plans also include the first MoT.

NISSAN

Crossover is still a favourite in th

IN its current form, the Nissan Qashqai has been with us since 2021, with a mid-life update in 2024. But age has done little to dent its popularity; data from the Society of Motor Manufacturers and Traders shows it's regularly among the top three or four sellers in the UK, and on the many occasions that we've become reacquainted with one, it's easy to see why buyers still snap the Qashqai up.

ENGINES & PERFORMANCE 4.1/5★

NISSAN has given the Mk3 Qashqai a range of mild and full-hybrid powertrains. This starts with a 1.3-litre turbocharged mild-hybrid petrol making 138bhp and 240Nm of torque, which via its six-speed manual gearbox, provides a 0-62mph time of 10.2 seconds.

However, given that the step up to a 156bhp version of the same mild-hybrid powertrain is only £700, it's the one we'd go for. It's not only the 0.7-second drop in the 0-62mph time that's welcome, but also the extra 20Nm of peak torque – running from 1,600 to 4,000rpm – making it more flexible in everyday driving. However, it still feels lethargic below that point, most noticeably when pulling out of a junction. For £1,600, the more powerful option can be combined with an automatic gearbox, while four-wheel drive is available with both manual and automatic versions.

Qashqais with the e-Power moniker use a full-hybrid system. Here the petrol engine acts like a generator for the electric motor, which drives the front wheels directly. The benefit is that in terms of smoothness and response, the e-Power set-up feels more like an electric car, with little of the lag associated with petrol engines and transmissions.

DRIVING 4.0/5★

FOR most buyers the Qashqai is all about getting from A to B in a relaxing, safe and easy-going manner. From that point of view, the Qashqai is hard to fault. It's competent across the board without being poor – or indeed truly outstanding – in any one area.

AROUND TOWN There are some cars in this class with suspension that offers a little more compliance over big bumps, but the Qashqai remains a fairly comfortable overall.

The slight exception comes at the top of the range, where the larger alloy wheel options add a touch of fidget to the ride. But this isn't a sensation that's unique to the Qashqai, and the overall ride is still less unsettled than on rivals from Dacia or Peugeot. At low speeds, a tight turning circle and light steering make the Nissan easy to manoeuvre.

A & B-ROADS Family cars such as the Qashqai aren't designed to be thrilling to drive, so while we consider it a bonus if they are fun, it's not a big issue if they're not. The Nissan is safe, predictable and stable through corners, with plenty of grip and reasonable body control. The steering doesn't have much feedback, but it is accurate.

MOTORWAY Tyre roar is the most noticeable noise at higher speeds, although it's still marginally more hushed than a Volkswagen Tiguan in this area. That aside, the engine settles down into a distant hum, and wind noise is relatively well contained, too.

MPG & RUNNING COSTS 4.1/5★

ACCORDING to official figures and in real-world driving, full-hybrid Qashqais are the most frugal with their fuel usage. Nissan claims these e-Power models can achieve up to 54.3mpg, yet in our hands, it managed a slightly more modest 45.6mpg. That's not far off the figure that the mild-hybrid models can achieve on a motorway run, but with more mixed driving, it was just over 37mpg.

That's not an outstanding result, and one that can be explained by the fact that the mild-hybrid set-up is more reluctant to cut the engine than on other systems of its type, especially if power-hungry ancillaries such as the air-conditioning system are in full swing.

TAX The bulk of the range sits below the £40,000 mark – only certain versions of the top-spec Tekna+ breach that limit before options – which means that most models aren't subject to the £425 VED surcharge. Expect to pay £195 from the second year onwards for almost every Qashqai.

INSURANCE Buying an entry-level Qashqai Acenta Premium means that you won't be forking out too much cash to insure your new wheels, but prices rise as you climb the range.

The cheapest 138bhp version sits in group 12, and the extra power of the 156bhp Acenta Premium Xtronic CVT car puts it in group 22, with top-spec Tekna+ versions in group 23.

In comparison, the Hyundai Tucson range starts from group 18 and climbs to group 24 for the plug-in hybrid in the posh Ultimate specification. The Qashqai e-Power hybrid models will be more expensive to insure, starting in group 24 and rising to group 32 for a top-spec Tekna+ model.

DEPRECIATION Buy a brand-new Qashqai today, and it's predicted to hold onto between 47 and 51 per cent of its original value after three years or 36,000 miles.

The four-wheel-drive mild-hybrid models are at the lower end of those residual values, while the manual, front-wheel-drive

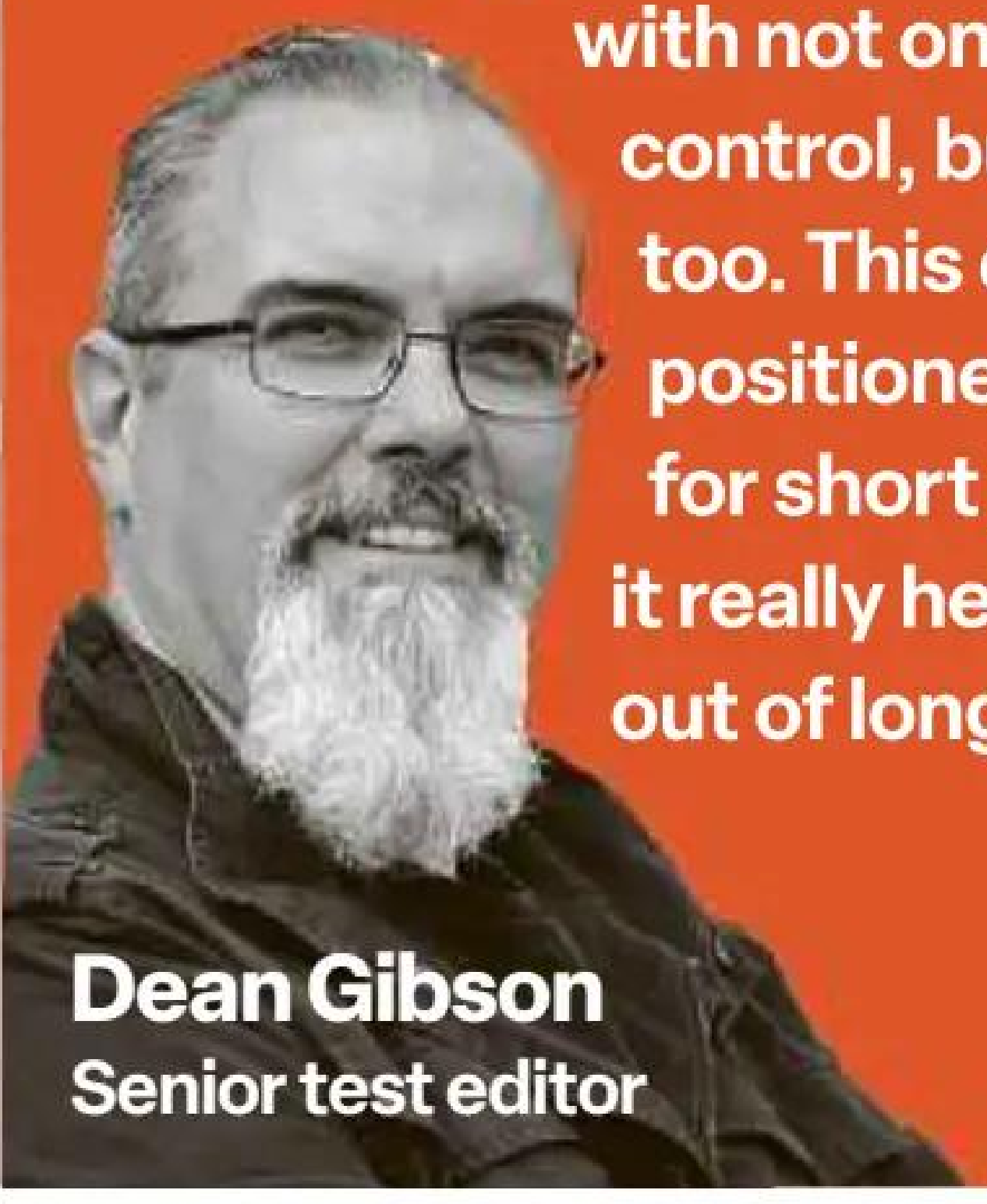
MODEL TESTED:
Qashqai Acenta Premium MHEV

PROS	CONS
Smooth ride and strong refinement	MHEV powertrain laggy at low revs
Generous levels of equipment	Some rivals are more fun to drive
Easy to drive	Firm rear seats

TESTER'S NOTE

THE Qashqai's steering remains fairly relaxed on the move, so it's a car that doesn't need too many corrections to the wheel to keep things on the right track.

Of course, this can be made even more relaxing with the on-board driver-assist technology. All but the base trim come with not only adaptive cruise control, but self-steering tech, too. This can keep the car positioned neatly within a lane for short periods at a time, and it really helps to take the strain out of longer journeys.



Dean Gibson
Senior test editor

N QASHQAI

e UK, but is it a match for the new Bigster?

GEARBOX
Unlike the auto Bigster we tested, the entry-level Acenta Premium Qashqai has a six-speed manual transmission

> “FOR MOST BUYERS THE QASHQAI IS ABOUT GETTING FROM A TO B IN A RELAXING, SAFE AND EASY-GOING MANNER”

N-Connecta is the model estimated to be most resistant to depreciation.

INTERIOR & TECHNOLOGY 4.5/5★

THROUGH each Qashqai generation, its cabin has become gradually more loaded with tech, but Nissan hasn't compromised on the sound ergonomics that make it so easy to live with.

DESIGN There are more glamorous cabins in this segment, but the Qashqai keeps things very simple, with a sensible dash layout that places the touchscreen infotainment system at the top (with a couple of physical shortcut keys at its base), air vents in the middle and physical climate controls just below them.

QUALITY Overall fit and finish is right on the money for a car in this segment. It's not quite as plush as the more pricey Peugeot 3008, but feels more than competitive with the Vauxhall Grandland, Kia Sportage and Hyundai Tucson. The main dash feels fairly substantial and well screwed together, but some of the plastics closer to the back-seat passengers are a little hard and scratchy. This isn't unusual to find among the Qashqai's competition either, though.

TECH AND INFOTAINMENT Modern cars are loaded with safety and driver-assistance tech, and some of these systems are more intrusive than others. The Qashqai's lane-keep tech gently tugs on the steering wheel once you begin to cross over a white line, but it's not as aggressive as some rivals' systems.

However, the speed limit warning alert is quite loud and relentless; not ideal when so many of these systems can inadvertently read the wrong speed limits – or miss limit changes altogether. Fortunately, with a little up-front homework, it's very easy to turn these off; a preset global setting for all of the driver-assist modes can be tailored to a driver's taste, and then accessed easily via the menu button on the left spoke of the steering wheel.

PRACTICALITY 4.3/5★

OVERALL, the Qashqai is well thought out for families. There are several alternatives in this class that offer a touch more room – especially in the boot – but that is in part because the Nissan is slightly more compact on the outside than some of its closest rivals. This is well worth bearing in mind if you have a tight garage or frequently need to parallel park.

FRONT SPACE There's little to fault about the Qashqai's driving position. The driver's seat lines up nicely with the pedals and the wheel, and the wide range of adjustment in both the seat and wheel allows drivers of many shapes and sizes to find an ideal set-up. Two cup-holders, an enclosed central bin plus deep and wide door pockets means that there's plenty of storage space up front, too.

REAR SPACE Even before you get in the back, it's clear that Nissan has designed the Qashqai with family life in mind. The back doors open to 85 degrees, giving excellent access to the rear seats. That makes loading a child seat – and then youngsters after that – a much easier job, and the Isofix points are simple to reach behind removable plastic covers.

Once you're inside, the Qashqai is roomy, too. It's not quite class leading – a Kia Sportage offers just a little more headroom – but it's still more than good enough. The back seats are fairly firm and a little short of under-thigh support, though, and while the centre seat is wide, it is slightly perched.

BOOT SPACE The Qashqai's boot has a 504-litre maximum capacity with the rear seats in place. That's a generous volume, if not quite on the level of the Dacia Bigster, Hyundai Tucson and Kia Sportage. In fact, models equipped with the boot floor divider see that capacity reduced to 479 litres. Whether you go for the mild-hybrid or full-hybrid e-Power models, the volume remains the same.

We have measured the Qashqai's boot lip height at 765mm – slightly higher than the Kia Sportage and the fully electric Skoda Elroq, but largely similar to other alternatives. Nissan has missed a trick by not fitting levers in the boot to let you release the rear seats quickly, but once down they do fold flat. However, the overall volume falls behind its rivals; there's just 1,447 litres available compared to the roughly 1,800 litres you get in a Sportage, Tucson or Skoda Karoq.

RELIABILITY & SAFETY 3.8/5★

THE Qashqai, which is built in Sunderland, finished in a rather disappointing 42nd place out of 50 cars in the 2024 Driver Power customer satisfaction survey. While that is ahead of the Volkswagen Tiguan (45th), it is behind the Ford Kuga (37th), Skoda Karoq (19th), and Kia Sportage (11th).

There's more positive news for the Nissan brand as a whole, however, which moved up the rankings from 19th position (out of 32 marques) in our 2023 Driver Power manufacturer ratings, to 15th place out of 32 makers in the 2024 poll. Nissan did well for child-friendly features, but was criticised for overall quality and road handling.

Family buyers, in particular, will be impressed by the Qashqai's five-star safety rating from industry body Euro NCAP in 2021. Both adult and child occupant safety are rated

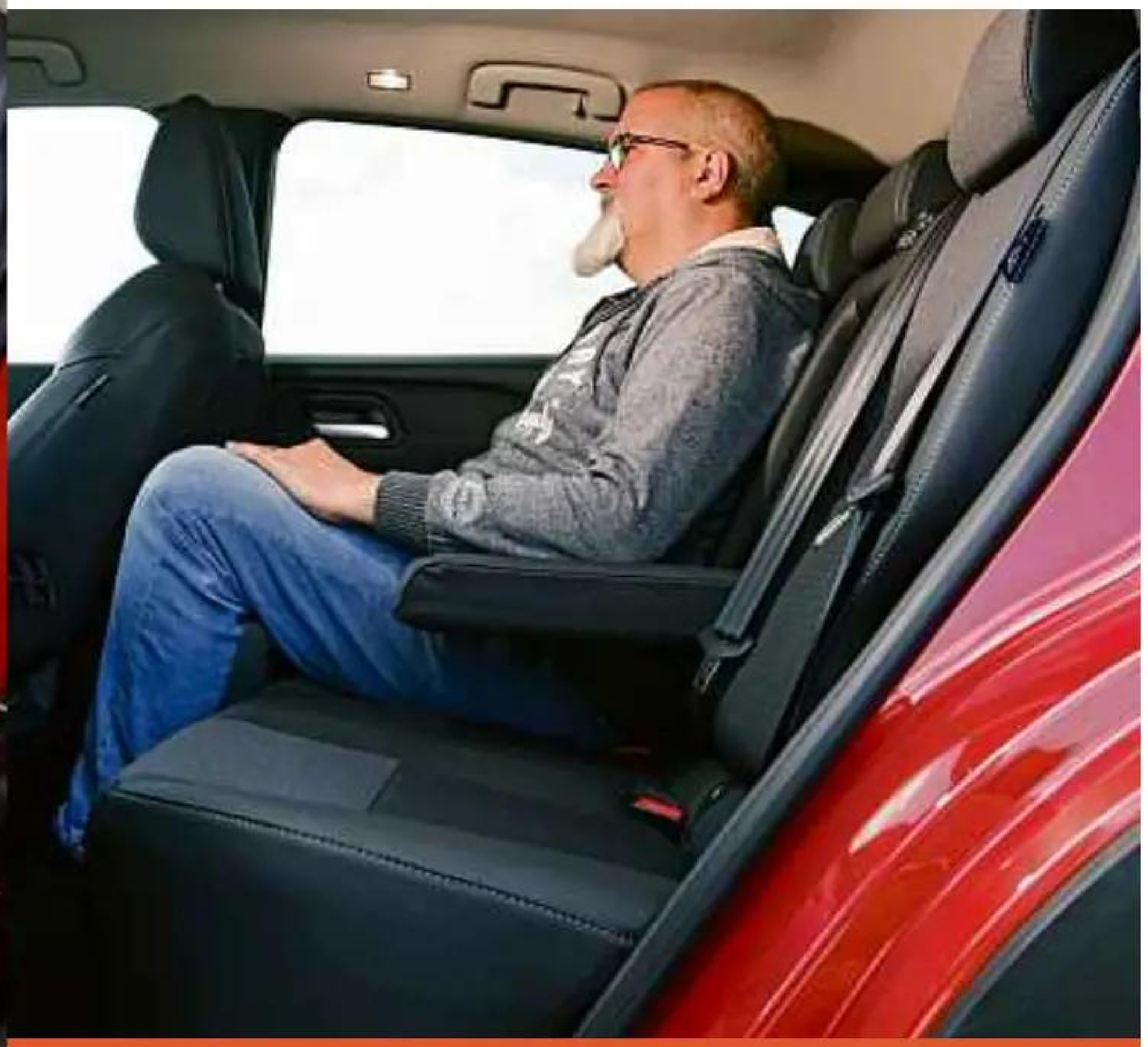
Ensure it is safe before manoeuvring
CAMERA
VOL

CABIN

We've no complaints about the driving position, with the seat and steering wheel adjusting to suit most motorists

REAR SEATS

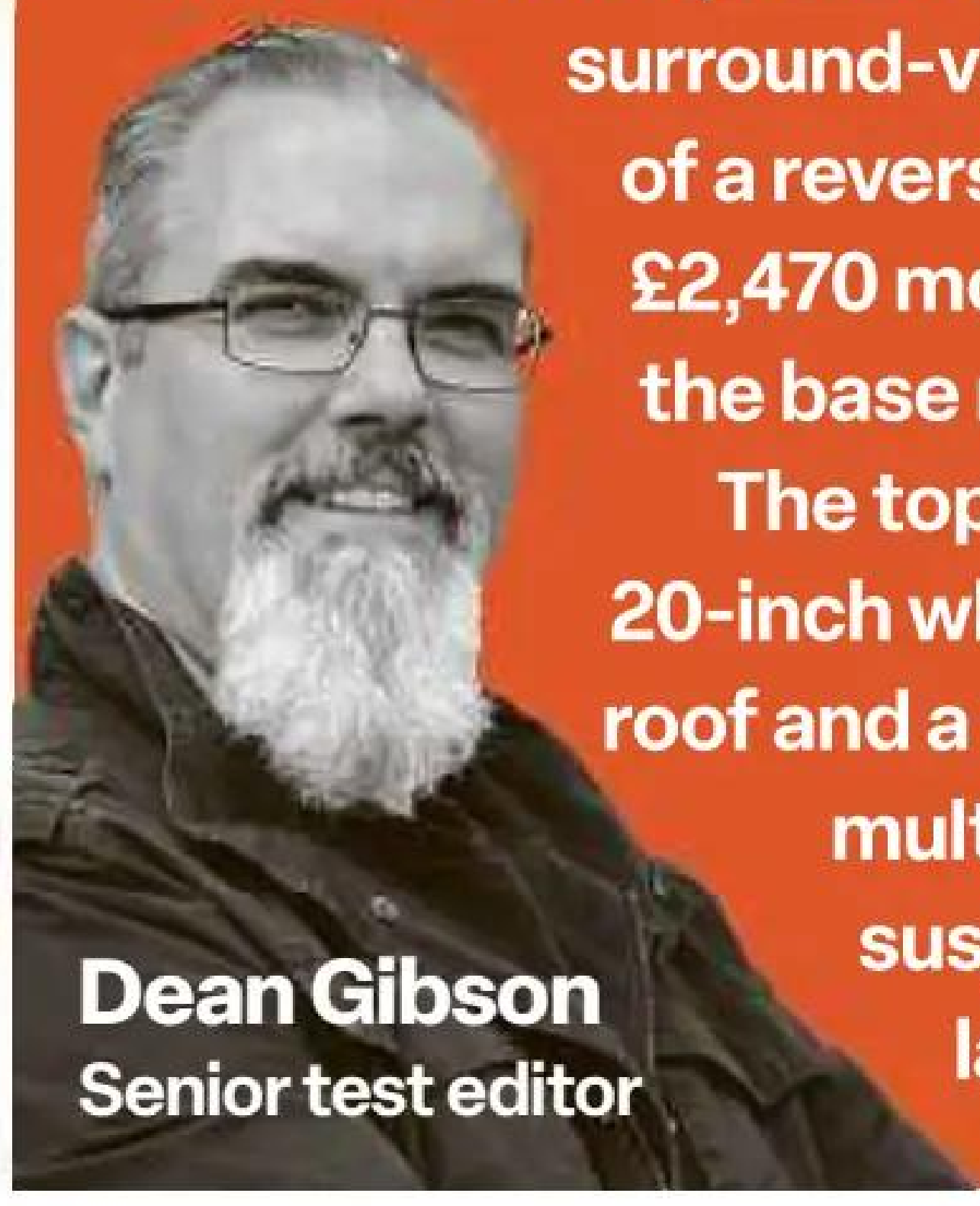
While space in the back of the Qashqai isn't class leading, it's still roomy and access is great, thanks to the wide-opening doors



TESTER'S NOTE

WHILE the entry-level Acenta Premium is closest to the Bigster in price, Qashqai buyers have four more trim levels to work through. The N-Connecta in our images sees the wheel size grow from 17 to 18 inches, adds built-in Google tech and wireless smartphone charging, and gets a surround-view monitor in place of a reversing camera. It's £2,470 more expensive than the base model, though.

The top-spec Tekna+ gets 20-inch wheels, a panoramic roof and a sophisticated multi-link rear suspension layout.



Dean Gibson
Senior test editor

FEATURES

The 12.3-inch touchscreen benefits from Google tech on N-Connecta trim and upwards, but this has made the digital dials look a little low-resolution; the boot is smaller than the Bigster's with the rear seats up or down

> **"THROUGH EACH QASHQAI GENERATION, ITS CABIN HAS BECOME GRADUALLY MORE LOADED WITH TECH"**

at 91 per cent, with safety assist systems scoring an outstanding 95 per cent.

WARRANTY 3.8/5★

ALL Qashqais come with a three-year, 60,000-mile warranty as standard. This is backed up by a roadside assistance package that runs for the same period. Rivals from Hyundai and Kia offer five and seven-year cover respectively, but Nissan matches Dacia's standard deal.

SERVICING 3.8/5★

MAINTENANCE intervals for petrol versions of the Qashqai are annually or every 18,000 miles, whichever comes first, while fixed-price service plans are available from your local Nissan dealer, although these are much more pricey than similar plans that are available for the Dacia Bigster.

▶

PRICES AND SPECS

	DACIA BIGSTER	**NISSAN QASHQAI**
Model tested	Dacia Bigster Journey Hybrid	Qashqai Acenta Premium MHEV
Price from/price as tested	£29,440/£29,440	£31,335/£31,335

POWERTRAIN AND PERFORMANCE

Engine	4cyl in-line hybrid/1,793cc	4cyl in-line mild hybrid/1,332cc
HEV Motor	50bhp	19Nm
Power	153bhp	156bhp
Torque	205Nm	260Nm (petrol/electric)
Transmission	Six-speed auto/fwd	Six-speed manual/fwd
0-62mph/top speed	9.7 seconds/112mph	9.5 seconds/128mph
Fuel tank/battery capacity	50 litres/1.4kWh	55 litres/0.12kWh
MPG (WLTP/test)/range	58.0/53.7mpg/591 miles	44.1/37.4mpg/452 miles
CO_2	105g/km	143g/km

DIMENSIONS

Length/wheelbase	4,570/2,702mm	4,425/2,665mm
Width/height	1,812/1,711mm	1,835/1,625mm
Rear knee room	635-850mm	601-844mm
Rear headroom/elbow room	1,025/1,440mm	922/1,451mm
Boot space (seats up/down)	612/1,977 litres	504/1,447 litres
Boot length/width	1,055/1,005mm	855/1,084mm
Boot lip height	725mm	756mm
Kerbweight/towing weight	1,419/1,000kg	1,347/1,650kg
Turning circle	11.0 metres	11.1 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£19,124/64.96%	£15,599/49.78%
Depreciation	£10,316	£15,736
Insurance group/quote/VED	28/£691/£195	21/£635/£195
Three-year service cost	£360	£825
Annual tax liability std/higher rate	£1,566/£3,131	£2,077/£4,153
Annual fuel cost (10k/20k miles)	£1,123	£1,612
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs	3yrs (60,000)/3yrs
Driver Power manufacturer position	22nd	15th
NCAP Adult/child/ped./assist/stars	69/85/60/57/3★ (2024*)	91/91/70/95/5★ (2021)

*based on Duster

EQUIPMENT

Metallic paint/wheel size	£650/19 inches	£745/17 inches
Parking sensors/camera	Front & rear/front & rear	Rear/rear
Spare wheel/Isofix points	£300/two	Repair kit/two
Keyless entry & go/powered tailgate	Yes/yes	Yes/no
Leather/heated seats	No/yes	No/no
Screen size/digital dashboard	10.1 inches/yes	12.3 inches/yes
Climate control/panoramic sunroof	Yes/£500	Yes/no
USBs/wireless charging	Four/yes	Four/no
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/no	Yes/no
Adaptive cruise/steering assist	Yes/no	Yes/no

WHAT WE WOULD CHOOSE

DACIA For £300 you can add a space-saver spare wheel. The only other option of note beyond metallic paint (£650) and a contrast roof colour (another £650) is a panoramic sunroof (£500), which is only offered on Journey trim.

NISSAN If you want more kit on your Qashqai, you must fork out for a posher trim level. There are eight exterior colours to choose from, while a contrasting black roof is offered on N-Design, Tekna and Tekna+ models.

INFOTAINMENT

22°C · 10:27
Applications
Android Auto
Apple CarPlay
Devices Manager
Radio
Apps
Bluetooth audio
Calendar
HERE Navigation
20°
A/C
SYNC
20°

Dacia Bigster 4.2/5★

MEDIA NAV LIVE

KEY FEATURE: EIGHT YEARS CONNECTED NAVIGATION

THE Bigster uses a touchscreen system that's common with other Dacia and Renault models. The 10.1-inch display has crisp graphics and clear text, while shortcut keys are positioned vertically on the driver's side. The system responds reasonably well, but the built-in Here nav is slow to use – thankfully wireless smartphone connectivity is fitted so you can bypass Here completely. The set-up wouldn't always detect our Apple device when it was connected via a cable, but Bluetooth worked fine.

History
Apps
System Information
Interior Light
GPS Position
Google Assistant
Maps
NissanConnect Services
Play Store
3:18 PM
VOL
CAMERA

Nissan Qashqai 4.0/5★

NISSANCONNECT

KEY FEATURE: WIRELESS APPLE CARPLAY

FOR the past decade or so, Nissan has felt a step or two behind its rivals for infotainment tech, but the Qashqai's latest system has a much sharper display and quicker loading times. Using Google has improved parts of the system – particularly the nav – massively, but base Acenta Premium models don't benefit. While the infotainment has improved, the digital driver's display hasn't, and it looks conspicuously low-res beside the touchscreen.

> **"THE QASHQAI'S LATEST INFOTAINMENT SYSTEM HAS A MUCH SHARPER DISPLAY AND QUICKER LOADING TIMES"**

NISSAN QASHQAI BEST FOR QUALITY

YOU pay more for the Nissan, but it shows. The suspension is more comfortable and the materials in the cabin feel more upmarket, but the design doesn't look as appealing.

DACIA BIGSTER BEST FOR SPACE

AN extra 227mm of length over the Duster creates a large and versatile cargo and passenger compartment, plus there are practical touches throughout.

RESULTS

WINNER ★★★★½

Dacia Bigster

THE Dacia Bigster takes the popular Duster's attractive formula of chunky design and user-friendly features and introduces lots more space, but there's only a relatively modest increase in price. The new hybrid powertrain works well in this application, too, delivering impressive fuel economy for the Bigster's size and decent responses.

Cabin quality is a bit patchy in places, while the ride on larger wheels is a little fidgety, but we don't consider these factors to be deal breakers when you consider how much car and equipment you're getting for a price lower than that of an entry-level competitor.

AUTO EXPRESS
ROAD TEST
WINNER
DACIA
BIGSTER
MAY 2025
★★★★½

INTERESTED?
Scan the code to see our deals on a brand new Dacia Bigster

RUNNER-UP ★★★★☆

Nissan Qashqai

THERE'S plenty to like about the Nissan Qashqai, but it doesn't pull out enough of an advantage over the Dacia Bigster to make it our preferred choice.

While the Qashqai feels more grown up and comfortable to drive, as everyday family transport, there isn't as much space inside, especially in the boot, while the amount of kit you get isn't comparable, and what you do get is starting to feel a little dated.

The mild-hybrid petrol powertrain offered at this price isn't engaging enough to counter its relative lack of efficiency when compared with its full-hybrid Romanian rival, either.

INTERESTED?
Scan the code to see Qashqais that you can buy today

Sarah Perks

Sarah.Perks@autoexpress.co.uk

ALTHOUGH I have been working at Auto Express since 1999, this is my very first long-term test car. Some of our long-standing readers might remember former Editor-in-Chief, David Johns – who also happens to be my husband – as a long-time admirer of Audi. So when we found out I'd be running an A3 Sportback for the next few months, there was genuine excitement in the house.

Straight away, let's talk about the elephant in the room. Or rather the python, in the case of this A3. Some say, 'If you're going to make an entrance, make it bold' – and Audi clearly agrees. There's no missing our car in metallic Python yellow, that's for sure. I should also admit I'm a person who names their cars. So this bright yellow beauty could only be called Monty – as in Monty Python. I expect the Auto Express team are already rolling their eyes!

Normally I'm more understated, and would pick a more muted colour for a car. But we chose one of Audi's beautifully finished metallic colours, and I think it really suits the sporty, low-slung looks of the A3.

The bold finish is complemented by the S line trim's aggressive front end, sharp bodywork, and smart 18-inch '5-twin-spoke' alloy wheels, giving the A3 real presence. Inside, it's classic Audi; the black and chrome interior feels snug and sporty. Although, if I were to spec the car again, I'd opt for the panoramic glass sunroof to lift the otherwise dark cabin. Despite being of modest height, I also find the roofline feels a little tight, but that's really nit-picking because otherwise, the A3 has the high-quality feel and materials you'd expect of the brand.

In keeping with modern trends, there's an array of digital displays for the driver – and plenty of menus to find your way around. But there is also a good balance of physical switches for some of the main functions, including the temperature control and heated seats, plus a really useful head-up display.

At the moment, I find some of the user journeys and menus, and certain aspects of the navigation, a little counterintuitive. But I'm confident that with a bit more time, I'll find my rhythm. The Technology pack means the A3 has a SONOS 3D Premium Sound System. As someone who appreciates good

FIRST REPORT

AUDI A3

AT THE WHEEL
Audi is a joy to drive over the long distances Sarah has to cover every week

“SOME SAY, ‘IF YOU’RE MAKING AN ENTRANCE, MAKE IT BOLD’ – AND AUDI CLEARLY AGREES. THERE’S NO MISSING OUR CAR ”

Pete Gibson

MODEL TESTED:

Audi A3 35 TFSI S tronic S line

On fleet since:	March 2025
Price new:	£36,615
Powertrain:	1.5-litre 4cyl petrol, 7-speed auto
Power/torque:	147bhp/250Nm
CO_2/BiK:	127g/km/31%
Options:	Storage pack (£180), Python yellow metallic paint (£595), Technology pack (£1,495)
Insurance*:	Group: 23 Quote: £900
Mileage/mpg:	2,452/49.3mpg
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS	CONS
Ride comfort and responsiveness	Lack of auto-hold on brakes
Quality of interior and finish	Infotainment a little counterintuitive
Technology and sound system	No powered tailgate

PRACTICALITY

Sarah finds some aspects of the nav system a bit hard to understand, but there are no complaints about the sports seats or how the car drives

Premium hatch joins our fleet, and its bright metallic paint has already earned it a nickname

sound quality, it is a real highlight for me. It really brings my music to life and makes every journey feel that bit more special.

Press the start button located on the centre console and the A3 quietly rumbles into life. The gear selector is a compact switch that you nudge forwards or backwards, but I find the layout slightly unconventional: push forward for reverse, and pull back for drive. A pair of paddles on the chunky, flat-bottomed steering wheel allow manual changes too.

Most of my driving is over long distances, travelling between our offices in London and Bedford, as well as events and meetings. So comfort and refinement are essential – and I’m pleased to say the A3 delivers on both fronts. The ride is on the firmer side – as expected with S line trim – but it’s never harsh.

The blend of handling and comfort makes the car a fantastic companion for motorway miles. Our A3 comes with sport seats in Twin Leather with S embossing, and they look and, more importantly, feel the part, striking a nice balance between plushness and support.

The car is easy to drive and the driver aids are well judged too. I feel I’m supported, not nagged, with less of the overbearing alerts and warnings that some rivals throw at you.

There are just two things I miss. Auto-hold brakes would make town driving easier, and a powered tailgate would be welcome. But they are tiny niggles in a very enjoyable experience.

VERDICT ★★★★½

PREMIUM really does meet compact in the Audi A3 Sportback. Stylish and packed with clever tech, it’s a joy to live with. Fun to drive, comfy on long journeys and perfectly practical – even for someone used to an SUV – it’s made me understand the appeal of the Audi brand. Monty and I are off to a great start.

“COMFORT AND REFINEMENT ARE ESSENTIAL FOR ME – AND I’M PLEASED TO SAY THE A3 DELIVERS ON BOTH FRONTS ”

FINAL REPORT

SKODA SUPERB

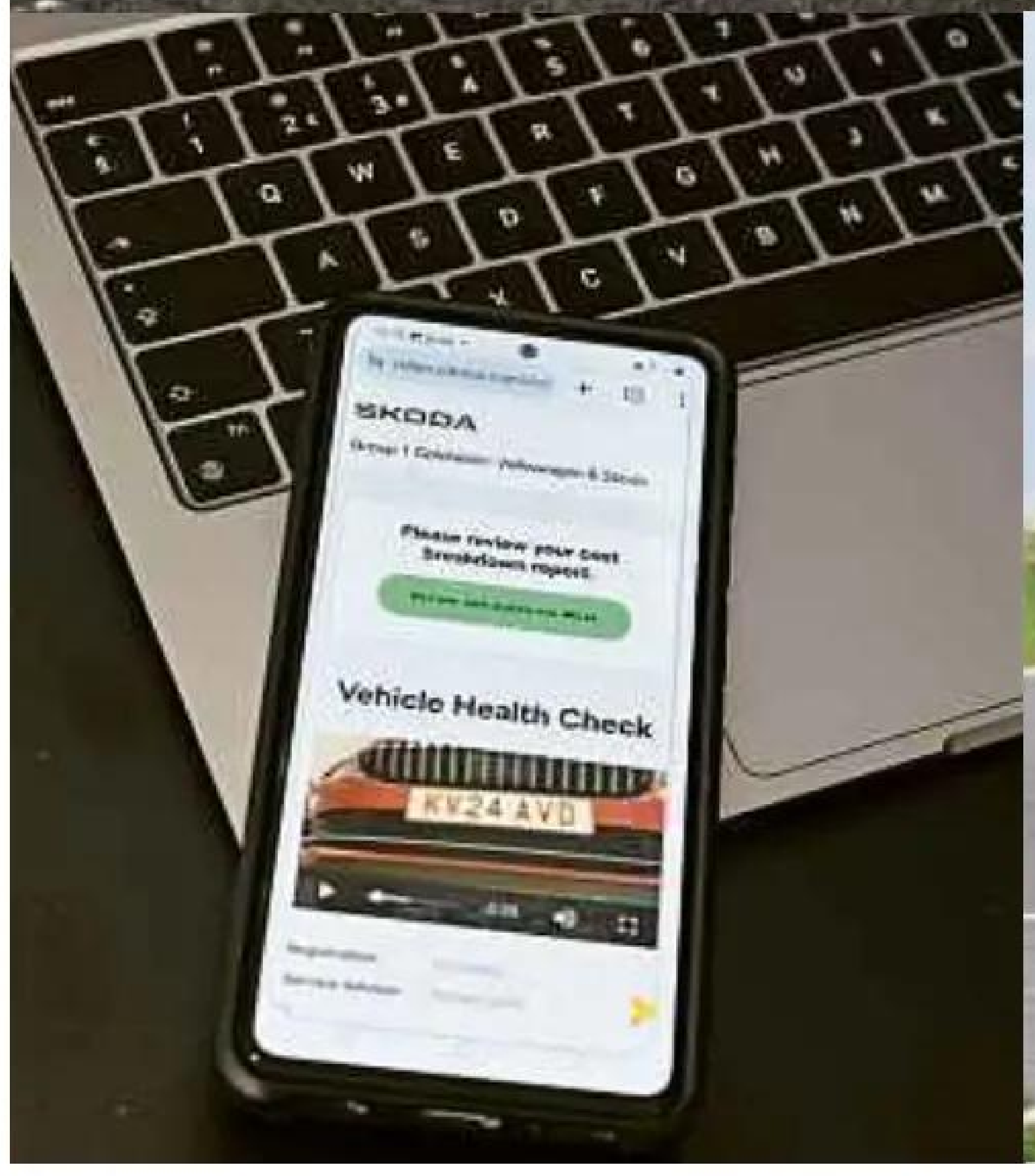
Family hatchback ticks all the boxes despite some minor issues

TAKE A SEAT
Pete was able to enjoy a coffee in the waiting area of his local Essex dealer while our Superb was serviced

Pete Gibson

Pete.Gibson@autoexpress.co.uk

SKODA
GROUP 1
Jump into that new car feeling
Entrance
KV24 AVD



THE Skoda Superb has done us proud over the past six months on our test fleet. It has worked its socks off taking me and loads of photography equipment to various locations around the country.

My commute can be half an hour or in some cases four hours, but the Superb manages to make even the long drives acceptable.

Over its time with us, the combination of a 148bhp 2.0 TDI engine and a seven-speed DSG gearbox has returned average fuel economy of 50.4mpg. With a full tank of diesel, the Skoda has a range of nearly 800 miles, which goes to prove how practical internal-combustion engine cars can be.

The obvious downside to all the miles I've covered was that the service-light countdown began five months into the six-month loan. Most long-term test cars don't normally need maintenance before they are returned to the manufacturer, but it's always interesting to see how good the aftersales offer is.

With the Superb's trip computer close to the 15,000 miles when the first service is scheduled, I decided to book the car in, and since running my first Skoda many years ago – the fabulous Yeti – I'm glad to say the brand's dealer network has expanded.

In my home town of Chelmsford, Essex, there is a Group 1 Volkswagen dealership, but no specific Skoda outlet. Group 1 Skoda in Colchester is the nearest main dealer to me, so the car was booked in by aftersales manager Oliver Goldsmith. The site is new and proves the confidence the VW Group has in the brand.

I chose an 8.30am drop-off that allowed me to work using the free WiFi and have a coffee while the car was being checked over.

During the service, customers receive a vehicle health check video from the technician working on their cars to highlight any issues that might come up. It's a simple idea that gives you peace of mind that things have been checked. Thankfully the Superb was given the all clear, and the total cost, including VAT, was £259.68

I have decided the squeaky sat-nav screen that I mentioned in an earlier report can be looked at when the car is returned to Skoda, because it's only a minor issue.

In summary, my time with the Superb has underscored yet again what I have found with other models I've run from Skoda: it makes brilliant family cars. Our example costs £41,420, but you get an excellent car with features and quality you'd expect from more expensive brands. The engine and gearbox are good and the interior is well laid out.

The only issues I've had are based around the technology that new cars are full of. The

Group 1 Volkswagen

SERVICE WITH A SMILE
Pete was happy with the service he received when the Superb had a check-up; bright red paint was perfect for our product awards photos (right)

over-zealous front and rear parking assist system aggressively puts the brakes on if it senses even the smallest obstacle, while the automatic AFS headlights may be clever, but I turn them off because they still end up blinding oncoming traffic.

The only other issue I've experienced is a small one. The USB C charging point that's designed for plugging in dash cams was used once and then dropped inside the headliner, meaning I had to have the charging cable hanging down the windscreen to keep the dash cam powered up when driving.

These are largely insignificant problems, though, and don't take away from what is an exceptional car. I'm happy to say the Skoda Superb is another great model from the manufacturer that very much delivers on the promise of being Simply Clever.

MODEL TESTED:
Skoda Superb 2.0 TDI SE

On fleet since:	November 2024
Price new:	£41,420
Powertrain:	2.0-litre 4cyl, turbodiesel, seven-speed auto, 148bhp
CO_2/BiK:	133g/km/31%
Options:	Rear window wiper (£120), Head-up display (£530), Winter package (£600), Carmine Red Metallic paint (£660), Electric towbar with adaptor (£1,105)
Insurance*:	Group: 25 Quote: £688
Mileage/mpg:	21,705/50.4mpg
Any problems?	Key battery fault, interior light kept coming on, squeaky sat-nav screen

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS
- Paintwork looks great in sunshine
- Heated, cooled and massaging seats
- Economical

CONS
- Over-sensitive warning systems
- Automatic headlights
- Slow to warm up

VERDICT ★★★★½

THE Skoda Superb has shone throughout our time with it. I'm still a massive fan, thanks to the car's clever features, excellent comfort and massive boot, which has swallowed all my photographic kit with ease. The few issues I've had with the Superb have been minor and haven't detracted from the overall experience.

> "THE SKODA HAS A RANGE OF NEARLY 800 MILES, WHICH SHOWS JUST HOW PRACTICAL ICE CARS CAN BE"

FLEETWATCH

RANGE ROVER SPORT

APPLE'S update to show an extra row of CarPlay icons works well with the Sport's 13.1-inch touchscreen. There's now much less swiping backwards and forwards. I'm also liking the built-in Pivi Pro system as it grows more familiar. I had started out preferring the car's sat-nav, but after one too many occasion when Apple or Google Maps knew about a traffic delay that the car's nav system failed to allow for, I've reverted to phone-based guidance.

PAUL BARKER

DACIA DUSTER

THERE'S lots to like about our Dacia Duster, but one thing that has consistently impressed me has been its fuel economy. The hybrid is excellent in town – I regularly see 70mpg around south-west London – but it's still good on longer journeys, too. On a trip to Cambridge for a sports tournament, and despite the extra weight of a trophy, two gold-coloured medals and two bottles of bubbly on the 80-mile return leg, the Duster still returned 57mpg.

ANDY PRINGLE

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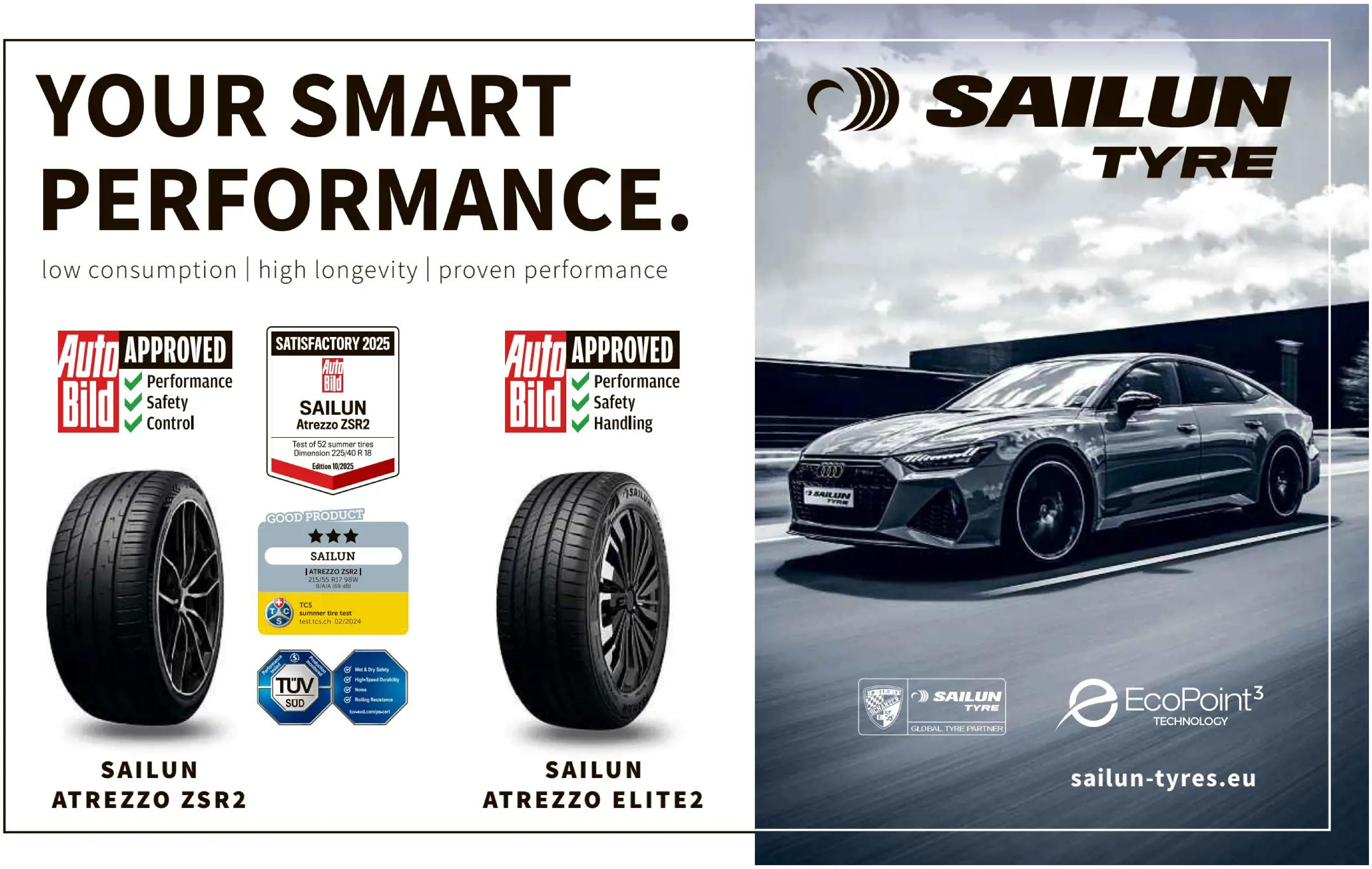

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Ten rivals loaded and rated

PRODUCTS

HOT KIT

All change for Swarfega

Price: From £6.99 **Contact:** *scjp.com*

IN a move that will shock DIY fans across the country, Swarfega has announced that the green gloop, which has been a part of every mechanic's life since 1947, is being killed off. The company is discontinuing the distinctive-smelling hand-cleaning jelly that can still be found under most sinks or in sheds across the country in ageing tins and plastic pots.

It will instead concentrate on rebranded versions of its other cleaners. Anyone with grubby hands will be pointed towards Swarfega's new-look Orange cleaner, which is claimed to be better at cleaning and kinder on your skin than the well loved original.

The heavy-duty, orange-fragranced hand cleaner has skin-moisturising ingredients along with non-abrasive, biodegradable cornmeal scrubbing agents suspended in the liquid to help remove ingrained oil, grease and general grime. This means mechanics will no longer have to add a few grains of sugar or sawdust to their Swarfega to speed up the cleaning process.

The rebrand also covers a range of other new products to protect the skin, such as barrier creams to prepare hands for action, cleansers, wipes and moisturisers.

The refreshed design brings clearer packaging with colour coding to make it easy to see at a glance which of the firm's various products is needed. There are also pump bottles instead of tubs and dispensers for workshop use.

The new one-litre and five-litre Orange cleaners and Extreme wipes are available now, with more Swarfega-branded products due to arrive next year.

SWARFEGA
EXTREME WIPES

BRAND NEW
Updated Swarfega line-up includes barrier creams, wipes, cleansers and moisturisers

BOOKS

Cars and Cocktails

J.K. Smith (PrettyThings Publishing, *amazon.co.uk*)
Price: £19.90 **Rating:** ★★⯪☆☆

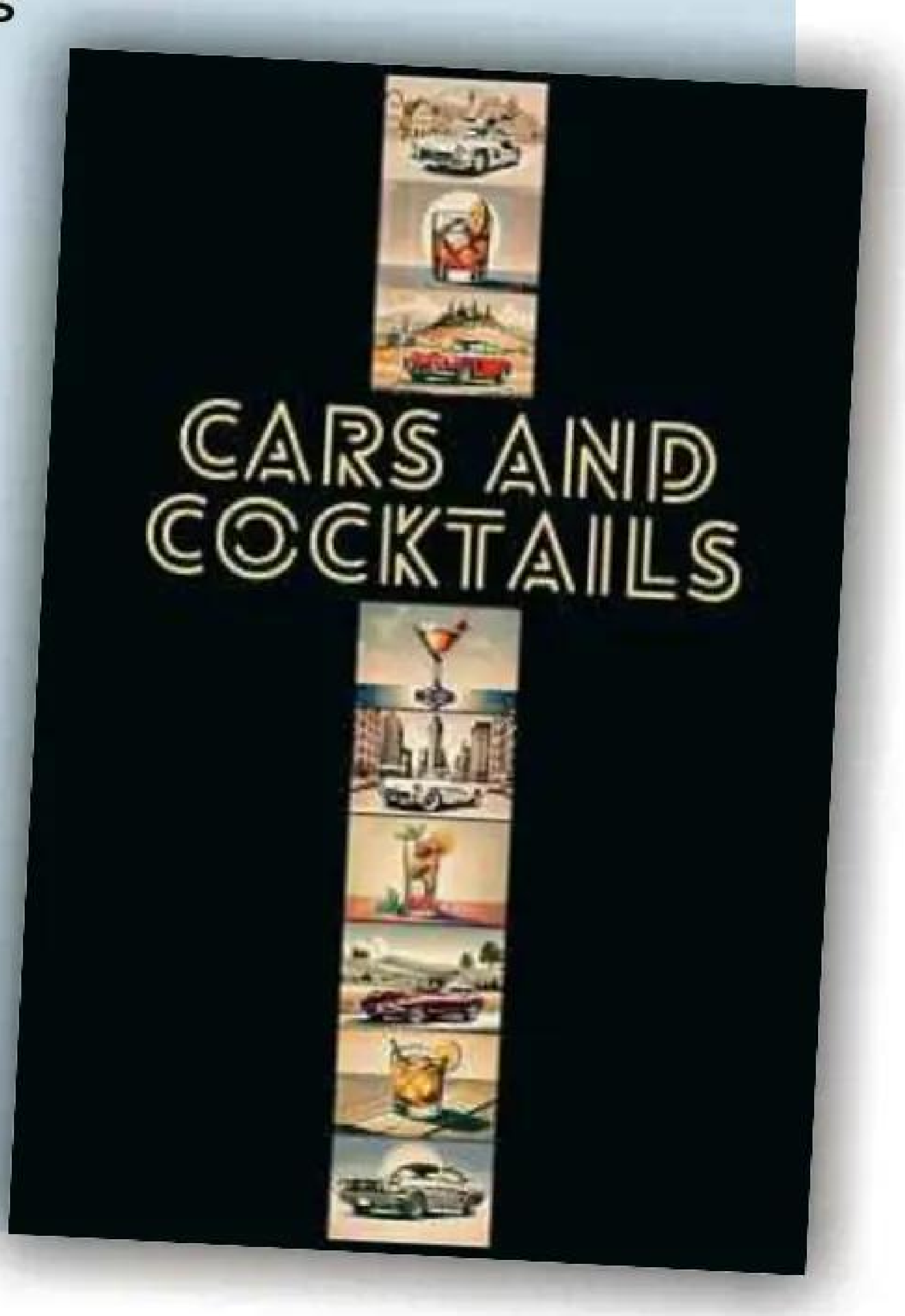
WE do not, of course, endorse drinking and driving. But if you're parked up for the night, then we can get behind the concept of using stunning classic cars as the inspiration for a bit of creative cocktail making.

For each entry, you get a short blurb on the car with some key stats, followed by a similar short description of the cocktail with a recipe. There's a nice mixture of classic combinations, old favourites, and retro drinks that could – arguably – be due for a comeback. None of the ingredients are particularly exotic and the methods are not particularly challenging, so you should be able to make most of the mixes from any well stocked drinks cabinet.

Some of the names raised an eyebrow –we wonder why the Mercedes 300 SL gets a Black Forest-flavoured cocktail, for example – but many of them sound absolutely delicious.

If we're being cynical, the illustrations do look a bit like AI – but they're pretty well done with no really jarring errors. However, for the price, this book is a bit light on content – especially when an Amazon five-star-rated cocktail book with dozens more recipes can be yours for less money.

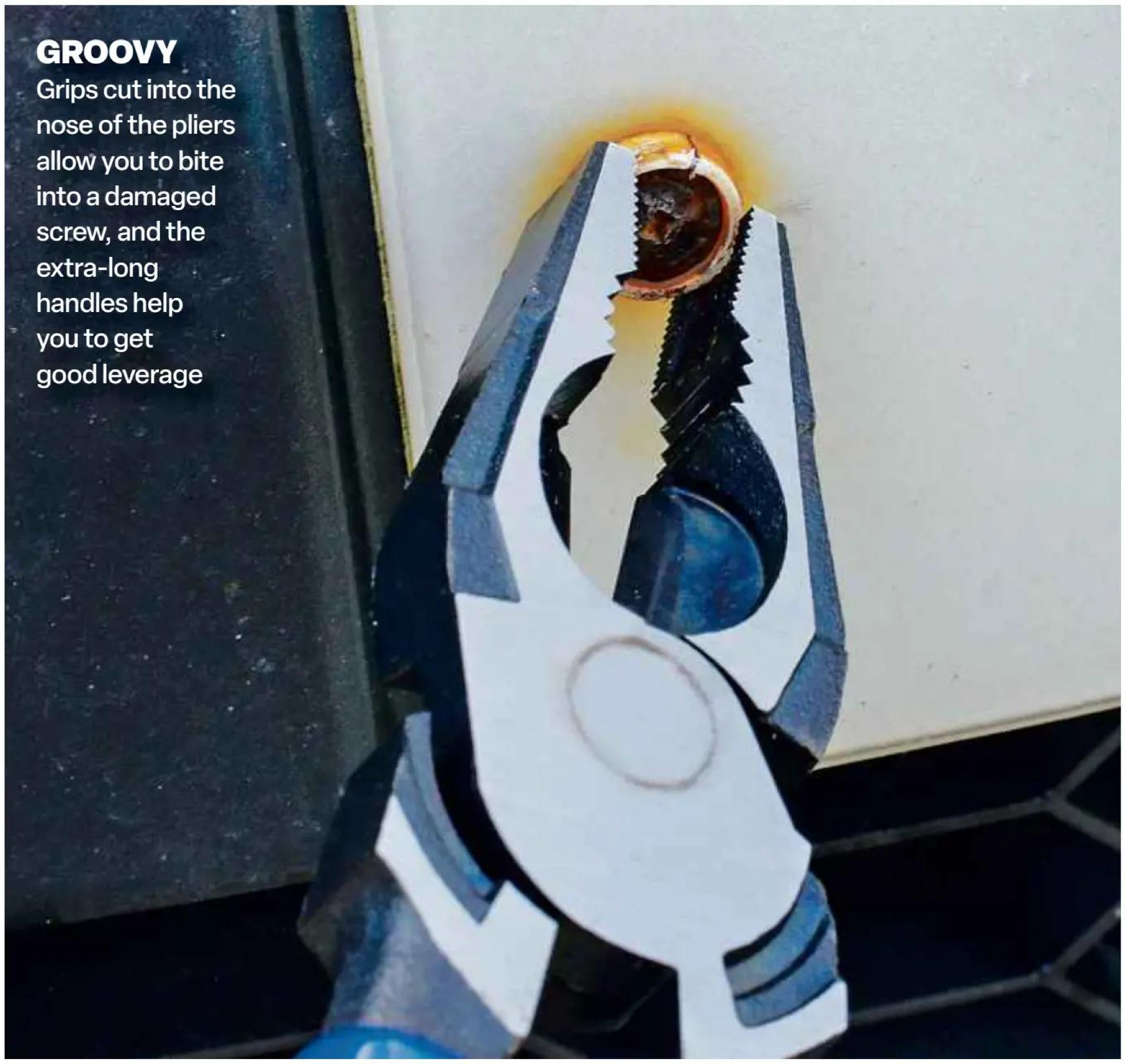
That means it could be a nice gift for those into mixology and motors – but you'll get better books on each by buying separately. Maybe one to look out for when it's in the bargain bin around Christmas.



FIRST TEST

Laser pliers

Price: £38.26 **Rating:** ★★★★☆ **Contact:** *lasertools.co.uk*



GROOVY
Grips cut into the nose of the pliers allow you to bite into a damaged screw, and the extra-long handles help you to get good leverage

9121
LASER
Combination Pliers
Including Screw Extraction
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www.lasertools.co.uk

REACHING for a pair of pliers is often a last resort when you're working on a car. Not got the right-size spanner to hold a spinning nut? You can clamp it in the pliers' jaws. They will also be able to cut wire, release clips and undo screws that have stripped, rusty or damaged heads.

Laser Tools has recognised this last use of pliers and improved the familiar design with a new, patented dual-groove jaw. While a standard pair will struggle to hold a round or damaged screw head, the Laser Combination Pliers have grips that are parallel to the handles at the nose of the pincers, allowing you to bite into the screw from two angles and in narrow spaces.

The Laser is longer than most pliers too, with an overall length of 230mm, meaning you can get extra leverage on the PVC-covered handles and really bite in on the stubborn screw heads – achieving a loosening turn, even on heavily damaged heads and rounded bolts.

We tried the pliers on a variety of rusty fastenings, including a pair of number plate screws that had stripped Pozidrive heads, and they worked perfectly if you gripped hard enough. They did struggle on anything that was larger or particularly tight, so are unlikely to help on a corroded suspension bolt – but they're a useful addition to a toolbox for low-torque situations.

The pliers' recommended retail price is a fairly hefty £38.26, but we found them for £26 online.

NEW PRODUCT

Gyeon Q^2 CanCoat EVO

Price: £42 **Contact:** *cleanyourcar.co.uk*

THERE'S a lot of hype about ceramic coatings, with owners of exotic cars willing to pay a fortune to have their paint protected by professionals. Our tests have shown that the best DIY products have real advantages too, outlasting conventional waxes by months.

The latest product from Gyeon claims to offer the protection of a professional coating yet be as easy to apply as a normal wax.

The Q^2 CanCoat EVO can be applied to trim, paint, alloys, carbon fibre and the protection films of vinyl wraps. It can also be used as a rain repellent for your side window glass.

As the name suggests, the EVO is supplied in an alloy can, with a squirting nozzle that dispenses the liquid. It is designed to be sprayed on to the microfibre cloth, which is included as part of the package, and then applied to the surfaces of your car. Finally, it is buffed off using the flip side of the cloth and needs to cure for 12 hours after application, avoiding direct sunlight and damp conditions. Gyeon also suggests that the surface is thoroughly prepared before application.

OUT DOOR FRIENDLY APPLICATION
CAN COAT
CAN COAT
EVO

It can be used on its own on bare, untreated surfaces or as a topcoat on paint that has already had some treatments. Gyeon claims the 200ml bottle will allow you to coat or re-apply an entire car 10 to 15 times. The company supplies three squirting nozzles to allow for them becoming bunged over time.

The kit also contains stickers that can be dated and placed in the car's door jamb to remind you when a recoat is due.

TESTED Glass cleaners

To properly clean your car's glass, you need more than a regular shampoo. Each of these three pastes has its strengths, but is there a clear winner?

MINI TEST

Tom Barnard

HOW clean is your car's glass? It might look good from a distance, but it will need a polish to get it back to its original state. These mildly abrasive pastes go beyond washing with shampoo and are stronger than a normal liquid glass cleaner.

Bilt-Hamber's new Re-View claims to be able to remove dirt and tired hydrophobic coatings, leaving the glass perfectly clear. We tested it against established polishes from Autoglym and Meguiar's, on a window that had been contaminated with residual glue from decals, Rain-X treatment, tar and hard water marks.

It was hard to pick an outright winner across the board: for its ability to clean the common tar and sticky marks we give a narrow win to the Autoglym, but would recommend the Bilt-Hamber for removing coatings, and the Meguiar's for purging water marks.

Bilt-Hamber Re-View

Price: £16.95 **Size:** 500ml **Rating:** ★★★★☆
Contact: *bilthamber.com*

OUR test was looking for a polish that would clean the most difficult stains and residues from our test pane of glass, and we followed the instructions for each product to the letter. In the case of the Re-View, that meant using a suede-finish microfibre cloth to apply a small amount, working in circles and buffing away with a dry cloth once the polish had dried.

There's no doubt it did a good job of cleaning and it was the only polish here that seemed to have removed all of the Rain-X coating, with no sign of water beading. However, it made almost no difference to the tar or glue. Some of the water marks remained, too.

BILT HAMBER
LABORATORIES
RE-VIEW
deep cleaning glass polish

Autoglym Car Glass Polish

Price: £17.99 **Size:** 500ml
Rating: ★★★★½
Contact: *autoglym.com*

THE Autoglym is applied and removed in exactly the same way as the Bilt-Hamber (above), although the liquid seemed to be repelled from the area treated with Rain-X and clearly hadn't removed the coating after the test.

It quickly got stuck into the sticky glue and tar though, meaning it made a more visible difference than its rivals here to our test pane. Like the Re-View, some water marks remained, though.

FOR THE LATEST AUTOGLYM NEWS AND PRODUCT INFORMATION www.autoglym.com
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Meguiar's Perfect Clarity Glass Polishing Compound

Price: £17 **Size:** 236ml
Rating: ★★★★☆
Contact: *meguiars.co.uk*

PERFECT Clarity was the only polish in the test that completely cleared our water marks after our prescribed 25 swipes of the cloth. Although it didn't remove the tar or glue completely, it made more of an impression on them than the Bilt-Hamber.

It also seemed to wear away some of the Rain-X coating, beating the Autoglym's efforts in this area. But its price hurts any chance of a win here.

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Forge Steel 45cm Tool Bag

AUTO EXPRESS BEST BUY 2025

Price: £15.99 **Rating:** ★★★★★
Contact: *screwfix.com*

THE least expensive bag on test, but you still get a lot for your money. Outside there's a covered pocket, plus another zipped pouch among the 10 storage slots. Inside, the Forge Steel has 14 pockets that are deep enough to take anything from an adjustable wrench to tape or a box of fuses. Our compressor, jump pack and multimeter neatly slotted into the base, alongside the longer tools.

Magnusson 44cm Tool Bag

AUTO EXPRESS RECOMMENDED 2025

Price: £20.99 **Rating:** ★★★★½
Contact: *screwfix.com*

THE Magnusson is a fiver more than our winner and you can feel that in the thicker padded fabric, while we preferred its tough, rigid plastic base. There are similar external pockets, but the zipped pouch was usefully larger. Inside, the Magnusson concedes to our champ because it has just five pockets. There are also five loops, but they hold most hand tools too loosely, allowing them to easily fall into the bottom.

Silverline Tool Bag Hard Base 263598

AUTO EXPRESS RECOMMENDED 2025

Price: £26.99 **Rating:** ★★★★½
Contact: *silverlinetools.com*

THIS 600mm option from Silverline is our pick of the larger bags, thanks to its price. You still get a lot for your cash, though, with a large covered external pocket and a thinner zipped version. The other external pockets are narrower than some and hold tools more securely. The plastic base isn't as rigid as other rivals we tested, but the bag was alone in this test in having a removable partition in the bottom.

SILVERLINE

Stanley 16" Open Mouth Tool Bag

Price: £20 **Rating:** ★★★★☆
Contact: *halfords.com*

THIS Stanley bag could be for you if you often work outside, because it has a 5cm-deep plastic base to keep moisture away from tools. The downside is that the three internal pockets are that much higher and, as a result, are shallower than some rivals, limiting what they can hold securely. While more internal pockets would be better, three of the external ones have a hook-and-loop-secured cover, so there is little risk of tools getting lost.

Draper 600mm Open Mouth Tool Bag 40755

Price: £42.13 **Rating:** ★★★★☆
Contact: *drapertools.com*

DRAPER'S 600mm bag had several neat touches. We like the three large covered external pockets and shallow zipped item. The three outside pouches topped with mesh pockets give added storage. Inside, there are eight large sections to help keep hand tools out of the base, which easily accommodated our impact wrench, drill and large torque wrench. The fabric base impacts rigidity and this is particularly noticeable when the bag is heavily loaded.

Sealey Heavy-Duty Bag 500mm AP513

Price: £45.95 **Rating:** ★★★★☆
Contact: *sealey.co.uk*

IF money is no object, this is the bag to have. While most rivals share a common design theme, each side of the Sealey opens to reveal a mix of loops, straps, deep pockets and a document holder. It's more compact than other big bags, but we still got all our test kit inside, with no hand tools in the base and all neatly separated. There are further external pockets and the thickly padded sides and tough, plastic base add to the overall high-quality feel.

BEST TOOLBAGS

We test 10 bags for tools to see which has bragging rights

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Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

Kim Adams

IF you need to carry tools, a bag is often a better bet than a box, because its soft edges are kinder to car trim and your legs. They are also a better choice for keeping emergency and get-you-home kit in the car, because a bag can be squashed into places a rigid box can't.

So which is the tool bag to keep your car kit safe and handy? We packed 10 top sellers and tried them out to sort the heavy hitters from the dead weights.

How we tested

WE split our samples between smaller designs for get-you-home kit and the larger versions that could house a more comprehensive selection of tools.

Our selection included a compressor, jump pack and multimeter, plus common automotive hand tools, including a small torque wrench. For the bigger bags we added a full-size torque wrench, cordless impact wrench and drill, plus larger tools.

Divide and conquer is the mantra when storing tools to keep them separate and easy to find, so we looked for plenty of pockets, preferring internal and covered ones, because kit can get lost from open external pouches. Loops were factored in, while we favoured solid plastic bases, comfortable handles and carry straps, plus we assessed practicality and build quality. Price was the final consideration.

Verdict

WITH so many similar designs and prices, picking a winner was difficult and the results were very close, but the Forge Steel is our choice here. Its low price and usable layout secure the victory from the other Screwfix offering by Magnusson. The keenly priced Silverline just edged the win among the larger bags we tested.

Draper 420mm Open Mouth Tool Bag 87359

Price: £17.99 **Rating:** ★★★★☆ **Contact:** *drapertools.com*

THIS Draper design covers a lot of bases, thanks to its clever interior-pocket layout, which sees two wide side pouches located behind three narrower ones. Opposite these are another five slots, plus there are also two pockets at one end and one at the other. The result is a range of sizes to suit a variety of tools and kit, with very little ending up in the base. There are more pockets on the outside, but none are covered. It lacks the rigidity of some rivals and needs to be held open when the pockets are full, but the versatile Draper is worth considering at this price.

Silverline Tool Bag Hard Base Wide Mouth 268974

Price: £17.99 **Rating:** ★★★★☆ **Contact:** *silverlinetools.com*

A FORMER winner, this compact bag was squeezed out of the top spots, but still merits four stars despite a small price rise since our last test. While the tough, plastic base helps when the bag is loaded, the sides fall in when the 12 internal pockets are used. These come in a range of widths, but the plastic base's sides mean the pouches are shallower, making them unsuitable for longer, heavier tools. We would also have liked to see more covered pockets among the eight on the outside.

Stanley 16" Tool Bag

Price: £28.99 **Rating:** ★★★⯪☆ **Contact:** *halfords.com*

RIGID sides made this easy to use, but a limited number of pockets meant too many tools ended up in the base.

Sealey Tool Storage Bag with Multi-Pockets 300mm AP301

Price: £20.87 **Rating:** ★★★☆☆ **Contact:** *sealey.co.uk*

SMALLEST on test with the most pockets, it struggled with our test kit, but would work well with smaller technician-style tools.

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D21 CAT	£1400
K33 CAT	£1300
E1 CAV	£1400
887 CAX	£1300
CEZ 13	£1300
575 CGC	£1300
A9 CGM	£1300
CHO 68	£1900
37 CJD	£3900
CJN 988	£1500
CJS 41	£8500
H21 CKY	£1300
CN 541	£6900
C21 COL	£1500
H9 COX	£1700
L16 COX	£1400
V21 COX	£1300
C23 COX	£1400
D23 COX	£1500
A24 COX	£1500
C4 CPH	£1300
CPH 927	£2100
M5 CRL	£1300
487 CRV	£1300
674 DA	£3600
6945 DA	£1600
T2 DAD	£1400
X9 DAR	£1200
G15 DAV	£1200
C24 DAV	£1300
A25 DAY	£1200
DAZ 370	£1200
2405 DD	£1700
7296 DD	£1600
A21 DDY	£1300
G21 DEB	£1500
B23 DEB	£1400
C23 DEB	£1300
E23 DEB	£1200
G26 DEC	£1200
B21 DEE	£1300
G21 DEE	£1300
C23 DEE	£1300
D24 DEE	£1200
P1 DEK	£1400
A11 DEL	£2900
F21 DEL	£1200
B23 DEL	£1200
A26 DEL	£2300
A25 DEM	£1200
F2 DEN	£2700
16 DEN	£5700
D17 DEN	£1700
M26 DEN	£1700
DES 2M	£1500
B6 DES	£1400
H9 DES	£1300
B8 DEW	£1300
DEW 18Y	£1900
G1 DEX	£1200
5229 DF	£1500
DJ 3886	£2600
C3 DJB	£2300
D21 DJB	£1200
C21 DJM	£1200
V1 DOC	£1900
A21 DOC	£1700
D21 DOC	£1300
B49 DOC	£1500
V11 DON	£1900
C20 DON	£1300
D22 DON	£1500
T11 DOW	£1300
1943 DP	£1800
5701 DP	£1600
DS 5932	£1200
DS 7975	£1500
DSW 93	£3700
61 DUG	£6700
925 DUG	£2700
D21 DUN	£1300
J21 DUN	£1200
K21 DUN	£1200
DV 6243	£1500
4560 DW	£2800
DWC 711	£1500
S4 DXN	£1500
DYZ 911	£1700
45 EAA	£1700
K9 EAN	£1900
M8 EDW	£1600
EG 8945	£1600
8713 EH	£1200
EHC 329	£1300
S8 ELA	£1900
D21 EMA	£1300
A24 EMA	£1200
H21 ENN	£1300
B25 ENN	£1500
H21 ERB	£1600
86 ERB	£3300
B26 ERT	£1200
V21 ERY	£2500
P7 EVE	£1500
A21 EVE	£1400
C21 EVE	£1200
E23 EVE	£1400
F21 FAY	£1300
36 FAY	£5100
FCE 86	£1900
9571 FH	£1400
FIL 942	£1300
5887 FM	£1700
270 FME	£1300
FMZ 911	£1700
FO 6529	£1400
290 FOR	£1300
R22 FOX	£1600
A24 FOX	£1700
FR 301	£4700
FR 9034	£1900
C21 FRD	£1300
FSR 47	£2700
FT 54	£8500
GAZ 344	£1300
J1 GBS	£2100
GC 3809	£2500
GEC 7	£4900
C25 GEE	£1200
D25 GEE	£1300
G26 GEE	£1200
C8 GEF	£1300
P8 GEL	£1500
C26 GEM	£1400
G21 GER	£1200
C24 GER	£1300
H26 GER	£1200
GIB 471	£2500
GIL 430	£1300
GK 776	£5500
E6 GOR	£1500
GP 3090	£3100
A24 GRA	£1200
J8 GSW	£1300
GTP 608	£1300
N1 GUS	£3300
J11 GUY	£1200
A22 GUY	£1200
G21 HAN	£1500
B25 HAR	£1300
HB 7366	£2100
250 HD	£5700
B7 HEL	£1600
H4 HES	£1300
C24 HEW	£1300
C9 HOC	£1500
S9 HOE	£1900
W20 HOL	£1200
A26 HOL	£1200
B26 HOL	£1300
E26 HOL	£1200
59 HP	£12000
31 HT	£12000
59 HYR	£1900
H2 JAB	£1500
M11 JAC	£2500
H21 JAC	£1500
D23 JAC	£1300
L7 JAD	£1500
E15 JAG	£1700
A24 JAG	£1200
X24 JAG	£2300
V44 JAG	£1300
G19 JAK	£1400
D21 JAK	£1300
H21 JAK	£1300
A22 JAK	£1300
P23 JAK	£1300
N9 JAN	£2900
C21 JAN	£1700
D21 JAN	£1800
G21 JAN	£1700
K30 JAN	£1500
B44 JAN	£1700
T66 JAN	£1700
B92 JAN	£1300
C21 JAS	£1400
D21 JAS	£1400
A24 JAS	£1300
E80 JAS	£1200
C22 JAY	£1300
D23 JAY	£1400
G24 JAY	£1200
JB 1931	£3600
JB 3995	£3400
W1 JCC	£1400
A18 JCK	£1300
P8 JED	£1300
J15 JEF	£1200
F21 JEF	£1300
A22 JEF	£1200
70 JEF	£4500
R10 JEN	£1900
E21 JEN	£1800
A22 JES	£1200
JF 1581	£3100
JG 5102	£2700
8735 JH	£2700
JH 9181	£3200
699 JI	£4800
10 JLT	£6700
JM 1808	£2600
JM 8099	£2400
C23 JMC	£1300
64 JMD	£4600
X8 JMH	£1500
X8 JMM	£1300
L2 JMW	£1200
V2 JMW	£1300
C7 JOD	£1600
B17 JOE	£1700
D24 JOE	£1500
E24 JOE	£1400
E21 JON	£1500
H21 JON	£1400
A23 JON	£1400
G23 JON	£1200
D24 JON	£1300
S999 JON	£1200
Y1 JOY	£3300
H9 JRH	£1700
709 JRR	£1500
D8 JSM	£1500
P7 JUD	£1300
590 JWC	£1500
Y9 KAM	£1700
N6 KAR	£1200
C21 KAY	£1200
A24 KAY	£1300
KAZ 663	£1200
C21 KEL	£1300
A22 KEN	£1300
Y12 KEV	£1300
G21 KEV	£1400
A24 KEV	£1300
A2 KGB	£1400
W8 KJH	£1500
V3 KJP	£1300
F4 KJW	£1300
7495 KK	£2100
444 KL	£6300
710 KM	£3500
5663 KM	£1900
5577 KO	£1500
1306 KR	£1400
R6 KTY	£1300
258 LAF	£1900
C25 LAN	£1300
Y3 LAU	£1600
A25 LAU	£1300
E21 LAW	£1300
G21 LAW	£1400
D24 LAW	£1300
J24 LAW	£1400
S66 LAW	£1500
A24 LEC	£1700
E21 LEE	£1400
G21 LEE	£1500
D22 LEE	£1300
A24 LEE	£1600
LEG 155	£2300
Y1 LEN	£1900
N5 LEN	£1700
G23 LEN	£1400
E24 LEN	£1600
R2 LES	£1700
P5 LES	£1600
N12 LES	£1300
E21 LES	£1300
S28 LES	£1300
LFB 428	£1300
A25 LLA	£1300
A25 LLY	£1600
G16 LOU	£1600
A26 LOU	£1700
P31 LOU	£1500
T8 LOW	£1900
G21 LOW	£1500
LRT 657	£1500
7785 LV	£1300
G4 LXY	£2700
A21 LYN	£2100
B21 LYN	£1300
C21 LYN	£1800
D21 LYN	£1600
F21 LYN	£1700
H21 LYN	£1300
G23 LYN	£1500
MAC 14L	£2500
A25 MAD	£1500
C25 MAD	£1300
D26 MAD	£1300
G19 MAG	£1500
MAG 61M	£2500
V99 MAG	£1300
C20 MAL	£1500
D21 MAL	£1300
P88 MAL	£1400
L6 MAT	£2700
C15 MAT	£1900
E22 MAT	£1700
B23 MAT	£1600
W10 MAX	£2700
D21 MAX	£1800
B11 MAY	£1300
A24 MAY	£1300
MB 517	£9900
3115 MC	£3100
R8 MCN	£1500
7780 MD	£2300
MDW 855	£1700
H26 MEG	£1400
C44 MEG	£1600
D21 MEL	£1700
G23 MEL	£1500
V777 MEL	£1300
A24 MET	£1300
C4 MGH	£1500
F11 MJC	£1400
A25 MJC	£1300
C17 MJD	£1300
R8 MKC	£1300
1333 ML	£2300
A24 MMA	£1300
MMW 157	£1400
S28 MMY	£2900
185 MOE	£1300
C9 MOT	£1300
MR 479	£7300
7981 MT	£1800
MTP 89	£3700
A2 MTW	£1300
681 MW	£6500
B9 NAN	£1800
A7 NAR	£2300
J50 NAS	£1400
H21 NAT	£1400
E8 NAY	£1500
A8 NDR	£1400
D9 NJC	£1400
E5 NKY	£1300
NN 7271	£2100
C26 NON	£1300
340 NOR	£1700
A25 NTH	£1300
J5 OAN	£2100
N2 PAM	£1300
E8 PAM	£1500
H8 PAM	£1400
F11 PAM	£1300
J7 PAS	£1600
N1 PAT	£2700
K8 PAT	£1900
R9 PAT	£1900
C18 PAT	£1300
M19 PAT	£1500
P19 PAT	£1700
J28 PAT	£1400
R31 PAT	£1700
9214 PE	£1400
A25 PEN	£1400
2969 PG	£1500
5173 PG	£1400
PGW 23	£2900
PGW 234	£1900
8843 PH	£1700
9256 PJ	£1300
9804 PJ	£1200
788 PJH	£2500
9481 PK	£1200
1813 PL	£1600
9799 PL	£1400
PM 527	£8500
A2 PMH	£1500
6525 PP	£1300
L3 PPS	£1300
PRU 684	£1300
1368 R	£4500
C26 RAM	£1300
K14 RAY	£1500
D18 RAY	£1600
A23 RAY	£1600
B24 RAY	£1600
S31 RAY	£1600
M50 RAY	£1400
55 RAY	£8900
RAY 76W	£1500
RB 332	£12500
561 RBF	£1300
L5 RCW	£1500
1268 RD	£2200
RD 4041	£2500
31 RE	£10500
675 RE	£3900
RE 1896	£1600
5304 RE	£1400
C1 REP	£1400
RIA 65	£3900
RIA 3408	£1500
RJ 951	£7100
L1 RKS	£1500
RL 7024	£2500
W2 RLD	£1500
A11 RLD	£1300
RM 9559	£3400
RM 9807	£2800
K21 ROB	£1600
A24 ROB	£1800
ROG 30R	£3300
RON 49Y	£1500
RON 853	£1800
W1 ROS	£3500
A21 ROS	£1400
ROY 8W	£2800
M12 ROY	£1500
A21 ROY	£1600
ROY 674	£1800
G322 RRY	£1300
V4 RSB	£1400
RT 3959	£3300
677 RU	£1700
C21 RUS	£1500
B23 RUS	£1400
4018 RW	£1700
5321 RW	£1800
A21 SAL	£1600
C24 SAM	£2100
H25 SAM	£1900
A26 SAM	£3100
E26 SAM	£1800
F26 SAM	£1700
B3 SAN	£2500
710 SC	£6900
Y4 SCP	£1300
W4 SCS	£1300
Y2 SDB	£1300
G1 SEC	£1700
X5 SEL	£1900
L9 SEL	£1300
H2 SET	£1300
A1 SFB	£1900
F6 SGD	£1300
R23 SHA	£2300
H26 SHA	£1400
A21 SHE	£1500
V4 SJM	£2300
SJM 28S	£1300
M7 SJW	£1900
S1 SKW	£1300
SL 8177	£1800
SLK 1E	£3100
G7 SLK	£2100
S3 SMT	£1500
SP 2566	£3300
E25 SRA	£1300
ST 8438	£3100
D41 STU	£1300
STY 15	£2800
A24 SUE	£1600
SUE 59G	£1400
SUE 79W	£1500
R4 SUN	£1300
A2 SWH	£1300
SWM 2T	£1500
V4 TCW	£1300
X8 TDB	£1300
N1 TED	£2300
TER 18S	£2500
C20 TES	£1400
9080 TF	£1500
TGL 1M	£1700
A25 TOM	£2200
C26 TOM	£1900
B25 TON	£1300
5316 TR	£1400
TRW 164	£1500
TS 5840	£2300
X50 TVR	£3100
TWP 941	£1400
UN 1444	£1200
S3 VAL	£1900
L5 VAL	£1500
N11 VAL	£1300
E23 VAN	£1500
VE 6787	£1500
5714 VM	£1700
615 WAR	£1700
WC 77	£8500
1947 WD	£1700
8649 WD	£1400
16 WE	£10500
B21 WEB	£1300
A26 WEB	£1400
C26 WEB	£1300
D26 WEB	£1400
G26 WEB	£1300
WG 3646	£1200
WIL 370	£1400
E8 WJW	£1300
84 WS	£12500
WS 950	£6500
XDD 85	£1500
XLB 38	£1700
YB 2063	£2700

REGISTRATIONS URGENTLY WANTED
FOR IMMEDIATE PURCHASE

AUTO EXPRESS

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SMALL CARS
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BUYING CARS

EX-DEMO CARS CAN BE A CANNY BUY

RYAN BIRCH

Auto Express' content editor explains the pros and cons of buying what are often described as 'nearly new' or 'delivery mileage' cars

AEX WHEN it comes to buying a car, plenty of people automatically gravitate towards a factory-fresh, brand-new model. That may be down to the allure of a zero per cent finance deal or a manufacturer incentive – but the reality is they might actually be paying more than they need for a new set of wheels. There is another option: ex-demonstrator cars.

Commonly advertised as 'nearly new' or 'delivery mileage' cars, these are new vehicles used by dealerships for test drives, showroom displays or short-term internal staff use. For those in the know, they can be a great way to save money.

Admittedly, they are not technically 'brand new' because they will have been registered and used by the dealer. This means they've already had one owner and could have a few thousand miles on the clock – but this is exactly why they can be a smarter, cheaper choice for savvy buyers.

> **"MANUFACTURERS OFTEN FIT DEMO CARS WITH ADDITIONAL FEATURES COSTING HUNDREDS, IF NOT THOUSANDS OF POUNDS"**

Every new car suffers from depreciation, and an average model will lose between 50-60 per cent of its value in the first three years, with most of this happening in year one. With an ex-demo car, not only has that initial depreciation hit already happened, but it is factored into the reduced list price.

For example, a brand-new Volkswagen Golf in Match trim starts from £28,185, but when we trawled the classifieds, we found a six-month-old, identically specced ex-demo car with less than 3,000 miles on the clock for £24,663 – a saving of more than £3,500. We also found you could save almost £2,000 on a top-spec Dacia Sandero Stepway that had recorded fewer than 950 miles.

Ex-demo cars aren't sparse on kit, either. Manufacturers use them to showcase the best model and trim in a line-up. That means they are often fitted with optional extras or additional features costing hundreds, if not thousands of pounds.

You'll still be covered by the bulk of the manufacturer's original warranty package, too. Dealers might even extend that or include additional services as part of the sale to provide extra peace of mind for buyers, sweetening the deal even more.

So, what's the catch? Well, as we've said, you won't be the first registered keeper of the vehicle on the car's V5C logbook, and it could have clocked up a few miles. But if you can overlook these points, ex-demonstrator cars provide an affordable way to get your hands on the latest model. Plus, you'll get one delivered much more quickly than you would a brand-new car.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

"It's uncomfortable in the back seats and very noisy, too. Plus the driver's seat also lacks support."

"It's easy to park and big enough for my needs. It has a smooth ride and the front seats are very comfortable."

"The Polo is suitable for everything: a long-distance drive, the supermarket run, or meeting a client."

Richard Dredge

THE current Volkswagen Polo arrived in 2018, but a facelift in 2021 brought digital instruments as standard, along with LED head and tail-lights, plus touch-panel climate control. As such, the company has done a reasonable job of keeping its supermini fresh – not that owners are especially impressed by its efforts.

The Polo's best overall category score is for economy and running costs, where it just slots into the top 30 thanks to a 29th-place result.

Delving into the sub-categories, the highest scores are 19th places for the Polo's child-friendly features and ride quality. Next is 23rd position for the supermini's interior styling, 26th for steering response and the handling as a whole is ranked 29th.

Other top-30 finishes include 29th for the balance between physical and touchscreen controls, along with 28th for servicing costs, fuel economy and the Volkswagen's boot capacity.

The areas in which the sixth-generation Polo performs worst are front-seat comfort (rated 49th out of 50), 46th for smartphone connectivity and a very disappointing 43rd for overall quality, while reliability is only one place ahead, with owners ranking it in 42nd position.

While a 39th place for rear-seat legroom may be no surprise for what is a relatively small car, the same score for all-round visibility is disappointing.

41st POSITION VW Polo Mk

USED PRICES FROM: £8,000 **YEARS:** 2018 to present **CO$_2$:** 101-129g/km **FUEL ECONOMY:** 62-64mpg (1.0 TSI) **BEST**

RIDE AND HANDLING

YOU SAID "It has a comfortable ride with no harshness over poor surfaces. Also, no matter what the weather conditions, my 2021 Polo always feels stable and handles reassuringly."

INTERIOR AND COMFORT

YOU SAID "The driver's seat has lots of adjustment, and as a tall driver I can easily get comfortable. The heating and ventilation are also very efficient and easy to set up all-year round."

MPG AND RUNNING COSTS

YOU SAID "Not only is my Polo extremely economical (I average 51mpg), but the insurance cost are lower than for my previous MINI."

6

T OPTIONS: Sat-nav, Winter Pack, dual-zone climate control

WHY DRIVER POWER IS IMPORTANT

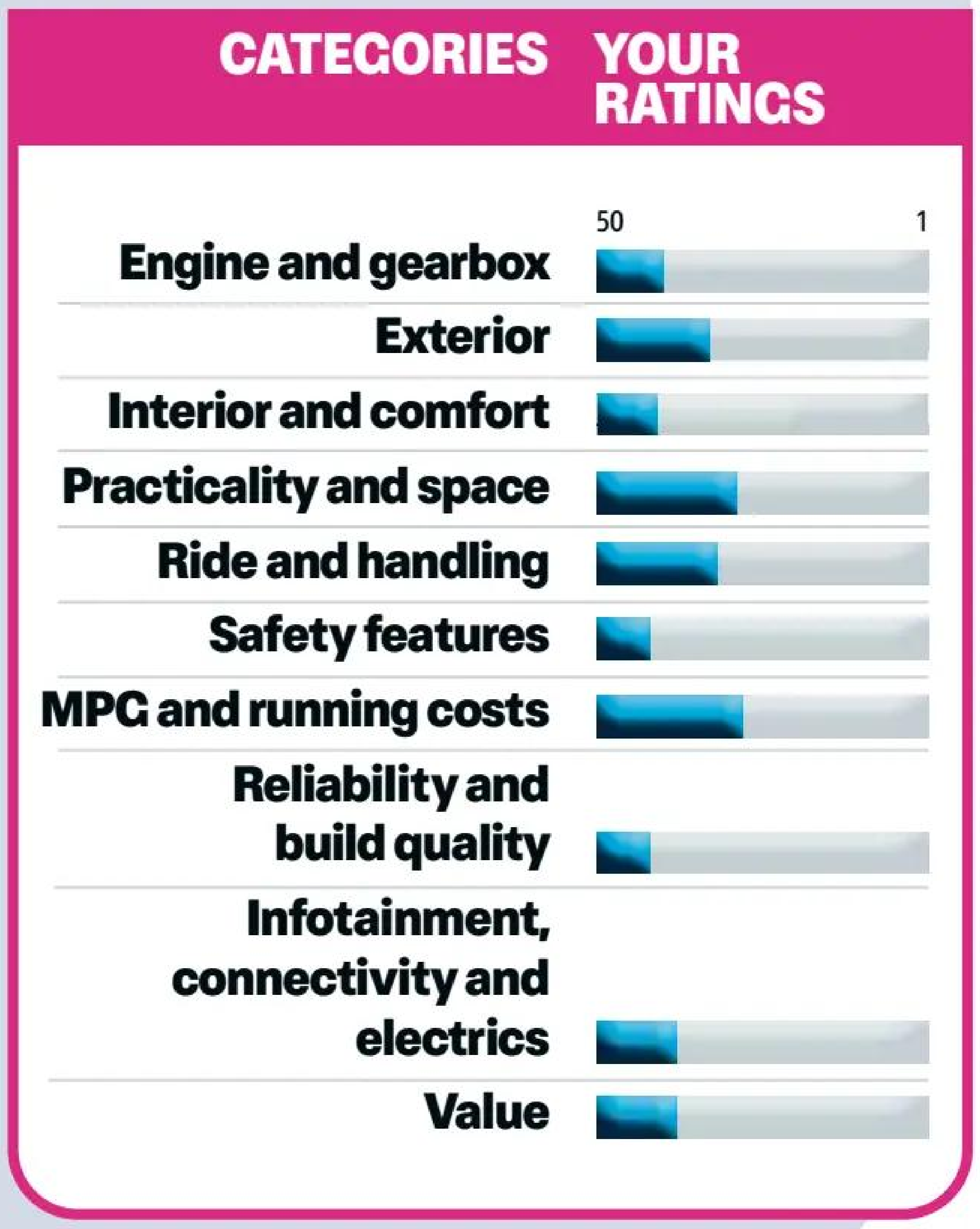
Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars.

WHAT DO YOU LIKE?	WHAT DON'T YOU LIKE?
"There's plenty of room in the glovebox and other space for oddments in the car, as well as cup-holders."	"VW has cut corners with the cubbyholes to save very little in costs. My 2002 Polo was better in this regard."
"I have had no issues with my Polo. It has a perfect reliability record, while the cabin is top quality."	"The engine in my Polo is incredibly rattly – it sounds more like it has a diesel engine than a petrol."
"I think the Polo is good value compared with other cars in its class, and mine has been very economical."	"It takes ages to demist, and in the winter it takes much longer to heat the interior than my previous MINI."
"The stereo is brilliant. It connects immediately to my phone, has a great DAB radio, and decent graphics."	"The carpet has worn out after only 15,000 miles, and as a result it's being replaced under warranty."

85.69%

OVERALL SCORE

Bars show where model finished out of 50 vehicles in our 2024 new-car survey. The longer the bar the better



PRACTICALITY AND SPACE

YOU SAID "For a small car, it's amazing how much you can fit in. Going on holiday I have to fit in a wheelchair, walking frame, walking sticks, various personal care aids, plus my suitcases. But I never run out of room, and with the 40:60-split rear seats, this small car is brilliant."

SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning a £100 Amazon voucher

USED BUYER'S GUIDE Suzuk

FROM £22,000 Brand's first PHEV makes a lot of sense as a used buy - thanks to help from Toyota

Richard Dredge

WHEN is a Toyota RAV4 not a Toyota RAV4? Answer: when it's a Suzuki Across (pronounced A-Cross). As soon as Toyota bought a 4.9 per cent stake in Suzuki in 2019, it was inevitable that the two companies would share resources. But Suzuki went way beyond that with the Across: it simply stuck its own badges onto Toyota's popular mid-size SUV, and it's none the worse for that.

The RAV4 is a great car, but many Suzuki owners are very loyal to their local dealer, so by offering a rebadged RAV4 it opened up a new market for Suzuki. But not a very big one...

HISTORY

THE Suzuki Across arrived in the UK in November 2020. There was just one model available: a 302bhp plug-in hybrid with a 2.5-litre four-cylinder petrol engine and two electric motors. An 18.1kWh battery was fitted, while every Across came with four-wheel drive and a continuously variable automatic transmission.

Just one high-spec trim level was offered, priced at £45,599. From summer 2022 the on-board AC charger was increased from 3kW to 6kW, to bring charging times down (at home and when using public chargers), while much of the interior lighting was upgraded to LED, and some of the minor switchgear gained illumination. You can tell the updated cars by their USB-C charging ports inside; earlier cars had type A ports.

WHICH SHOULD I BUY?

ALL you have to decide is what colour you want and what mileage suits you best. Having said that, there are very few high-mileage Acrosses, with most examples yet to go beyond the 30,000-mile mark.

Equipment levels are generous, with all examples coming with heating for the front and rear seats as well as the steering wheel, synthetic leather trim, dual-zone climate control, an electric tailgate, a nine-inch touchscreen with Android Auto and Apple CarPlay, front and rear parking sensors plus a rear camera, and (unusually) a spare wheel. Also on the standard kit list were 19-inch alloy wheels and LED headlights; there were no options available, but dealers do offer a range of accessories.

RUNNING COSTS

THE Across needs to be serviced every 12 months or 12,500 miles, with the first two services priced at £241 and £407. From year three, discounted maintenance kicks in and the schedule runs Minor (oil and filter change for £149), Intermediate (Minor plus fresh brake and clutch fluid for £219), Minor again, then Major (Interim plus new air and pollen filters for £299).

The engine is chain-driven so there's no cambelt to change. Insurance is group 40 (the RAV4 is groups 34-37), and because all Acrosses cost more than £40,000 when new, the annual road tax bill (at current rates) is a hefty £620 until the car's sixth birthday.

PRICES

THERE are probably more Acrosses up for sale than you might think, although the classifieds are bolstered by brand-new cars in stock at dealers. Discounts of £2,000 aren't hard to find, but at this level you'll still have to stomach a lot of depreciation; a three-year-old car with 30,000 miles on the clock could be yours for just £22,000, which is generally where Across prices start.

Spend £25,000 and a two-year-old Across with just 25,000 miles on the clock is within reach. A 5,000-mile Across from 2024 can be bought for £30,000. Black and white are the most popular colours, but not far behind are blue, grey and silver. Red is the least common hue.

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

✓CHECKLIST

ON THE PULL

The Across is able to tow any caravan or trailer weighing up to 1,500kg; the limit for anything unbraked is half this, at 750kg.

SAFETY

Euro NCAP has tested the RAV4 but not the Across. The Toyota earned five stars thanks to a huge array of standard safety kit, which is also offered in the Suzuki.

RECALLS

SUZUKI has issued two recalls for the Across so far. The first one came in March 2023 and it affected 234 cars made in the 12 months from June 2020; the RAV4 had the same recall. The problem centred on the hybrid drive system, which could shut down in low temperatures, potentially leading to a crash. The solution was to reprogramme the system's ECU with fresh software.

Faulty circuit boards were fitted to 362 Acrosses made up to May 2022, and this led to the second recall, in August 2023. To see if any Suzuki that you're thinking of buying is subject to any recalls, just type its VIN into *https://cars.suzuki.co.uk/owners/recall-repair*.

ALTERNATIVES

TOYOTA'S RAV4 is the most obvious alternative; it's far more readily available than the Suzuki and there's a wider model range. If a plug-in hybrid powertrain is important to you, we'd also suggest you take a look at the Hyundai Tucson, Peugeot 3008 and Vauxhall Grandland, all of which come as a PHEV. You should also shortlist the Ford Kuga, while BMW offers the X1, X2 and X3 in plug-in form.

The Honda CR-V Mk6 (from 2023) is a seven-seat alternative, while the Jaguar E-Pace and F-Pace are less obvious choices. Or you could buy a Range Rover Evoque, Mazda CX-60, Mercedes GLC or Renault Rafale – and don't forget the Volkswagen Tiguan or the Volvo XC60. All of these came as plug-in hybrids.

ki Across

BUY THROUGH AUTO EXPRESS!
Scan the code to check out a selection of used Acrosses

ON THE ROAD
For the most part, the Suzuki is good to drive – its transmission is slick and refinement good. However, the ride is unsettled and could be smoother

PRACTICALITY
There's plenty of space in the boot and rear seats (top), and access is good, but screen (above) could be larger and clearer

INTERIOR

WE like the Across's cabin because it's well laid out and features high-quality materials, so there's a premium feel. Impressive infotainment systems are now the norm, but the Across's set-up disappoints with its lack of sharpness and slightly small size. The dashboard layout is easy to get on with, thanks to well placed switchgear and generally clear instruments, although the latter is a bit busier than it needs to be.

There's lots of space around the cabin for oddments, while fully grown adults can easily get comfy in the back seats thanks to decent head and leg room. Boot space is good at 490 litres, or 1,168 litres with the back seats folded; that's 90 litres less than in the RAV4.

ECONOMY

Suzuki claims a 46-mile range on electric power and up to 282mpg. It's not hard to achieve that EV range in everyday use, while 50mpg is a realistic average.

PEACE OF MIND

The Across comes with a three-year warranty with a 60,000-mile cap. But have your Across serviced by an official dealer and this can be extended to as much as 10 years or 100,000 miles.

ON THE ROAD

THE Across is big and heavy (it weighs 1,940kg), but Toyota has done a pretty good job of disguising that bulk because the handling is tidy and grip levels are high. The transmission is super-slick, refinement is superb and the performance is also strong; 0-62mph takes just six seconds on the way to an electronically limited top speed of 112mph. What lets the Across down is the ride, which isn't as composed as it should be.

DRIVER POWER

THE Across has never appeared in a Driver Power survey, but the RAV4 came a very impressive fourth out of 50 in our 2024 poll.

There were lots of top-five scores including for the powertrain, safety, practicality, reliability, all-round visibility, gearbox smoothness, fuel economy and the number of standard safety features – among many others. The infotainment is the only significant black mark.

VERDICT ★★★½☆

WITH the narrowest possible model range and a high asking price, the Across was never going to be a big hit with buyers. But while the Across has never been all that alluring as a new purchase, as a used buy it's more enticing. The entry cost makes more sense, and with all Acrosses being so well equipped, as a £25k buy it's easy to be tempted. We wouldn't try to dissuade you from making the leap, but before you do, bear in mind that the more expensive RAV4 comes with an extra two years of warranty as standard, and 90 litres of extra boot space thanks to its smaller battery pack.

Citroen e-C3 Prices from £22,095

1

THE Citroen e-C3 offers all the essentials at a very affordable price. A 199-mile range, which translates to a little less in real-world driving, won't write any headlines, but for a shade over £22k it's not bad at all, undercutting a similar-range Renault 5 by around a grand and the basic Hyundai Inster by about £1,500.

Performance is exactly where it needs to be for an urban runaround and no more, with an 11-second 0-62mph time and an 84mph top speed. If you really can't live with 199 miles, then there's always the conventional 1.2-litre petrol Citroen C3 starting at a shade over £18,000.

Handling is well judged and the ride is relaxed, while the roomy cabin is comfortable and well packaged. We were so impressed that we named the e-C3 the Car of the Year at our 2024 New Car Awards.

PROS

- Keen price for a small EV
- Soothing ride comfort
- Spacious cabin

CONS

- Motor whine can be annoying
- Efficiency drops on motorways
- Wind noise at higher speeds

BUY THROUGH AUTO EXPRESS!
Scan the code to check out deals on e-C3s in stock

BEST SMALL CARS

FROM £14,715 The best small cars offer refinement and comfort at affordable prices. We highlight the l

Renault Clio Prices from £18,995

3

RENAULT'S Clio had an unbroken run between 2020 and 2022 as our Supermini of the Year and there's a very good reason for this. With a fantastic blend of style, practicality and refinement, the Clio is hard to beat, and a mid-life facelift in 2023 has kept the five-door hatchback close to the top of the class.

The range includes petrol and hybrid versions (there's no diesel these days, and full electric power is handled by the Renault 5). Every drivetrain feels polished, to match the grown-up ride and handling.

You'll find the Clio's roomy interior offers family-friendly flexibility with its 391-litre boot, and the interior is attractive. If you haven't driven a Renault in a while, you may also be surprised by the quality and the generous levels of standard kit.

PROS

- Striking new look
- Lots of equipment
- Great to drive

CONS

- Rear space is a little tight
- Noisy petrol in hybrid models
- Slow pure-petrol version

BUY THROUGH AUTO EXPRESS!
Scan the code to view Clios on sale right now

Renault 5 Prices from £22,995

2

AFTER lots of anticipation, the fully electric Renault 5 has arrived, and the good news is that this is a capable car that's worthy of its famous name.

The 5 claims between 193 and 249 miles of battery range on the WLTP combined cycle. Lower-range models get a 118bhp e-motor and cost from just under £23,000, while opting for the larger-battery car nets you a 148bhp motor for a £27k starting point. You should get 200-plus miles from the latter, while the new 5 drives just as maturely as its Clio sibling.

There are a few low-rent materials here and there inside, but even the entry-level car has a decent kit list and the retro design is simple but attractive, with little nods to the classic 5 from the seventies. Space is a bit tight in the back seats, but the 326-litre boot is pretty big for a car that's less than four metres long.

PROS
- Great to drive in all conditions
- Good value for an EV
- Lots of user-friendly tech

CONS
- Slightly bouncy ride at lower speeds
- Drive selector position is a bit fiddly
- High boot lip to load items over

BUY THROUGH AUTO EXPRESS!
Scan the code to view deals on the Renault 5

best on sale right now

Shane Wilkinson
Shane.Wilkinson@autoexpress.co.uk

THE best small cars on sale aren't just easy to drive, they're also brimming with more safety kit and in-car tech than ever before. Not only do they provide a feeling of refinement previously reserved for 'big cars', they're generally affordable to buy and run. Here are our favourites.

MG3 Prices from £16,995

4

THE MG3 has quickly become one of our favourite superminis, thanks to its strong performance and excellent value. A fiver under £19,000 gets the hybrid version, which makes a punchy 192bhp from its 1.5-litre engine and e-motor, with economy of more than 64mpg. This is offset a little by high insurance groups of 23 and 24.

On the road the MG3 is sometimes a little sudden in how it juggles petrol and electric power – but most of the time, given that it drives primarily on the electric motor, performance is smooth and more than sufficient.

Whether the MG3's fun-to-drive nature will continue with the newer petrol model is a different matter, but this starts from less than £17k, so all it really needs to be is a competitive Dacia Sandero rival. It still gets the MG3's smart cabin and practicality.

PROS
- Great to drive
- Class-leading performance
- Strong efficiency

CONS
- Steering has no reach adjustment
- Hybrid system is occasionally laggy
- MG brand's low Driver Power score

BUY THROUGH AUTO EXPRESS!
Scan the code for hot deals on brand-new MG3s

Dacia Sandero Prices from £14,715

5

PROS

Cabin quality
Attractive prices
Better to drive than old model

CONS

Jerky power delivery on TCe
Two-star Euro NCAP rating
Cabin noise

BUY THROUGH AUTO EXPRESS!
Scan to find a great new Dacia Sandero today

DACIA continues to provide affordable cars for those seeking real value for money, and the latest Sandero is a great example of how far the no-frills brand has come.

The Sandero shares its platform with the Renault Clio, which is a great starting point. There is a little more road and wind noise, but you'll find the handling safe and secure, while the Sandero provides a decent ride around town and is a competent motorway cruiser.

Its turbocharged petrol motor has plenty of grunt, so you don't have to work it too hard, and the car's 10.5-metre turning circle makes slotting the Dacia into tight spaces a doddle.

The supermini's interior feels well built and the 328-litre boot is perfectly decent.

Toyota Yaris Prices from £23,445

7

PROS

Great fuel economy
Safety features
Base-level car well equipped

CONS

Rear not as roomy as rivals
Noise under acceleration
Small boot

BUY THROUGH AUTO EXPRESS!
Scan the code for top deals on the Toyota Yaris

WITH prices starting at more than £23,000, you'll have to pay more up front to put a Toyota Yaris on your drive than any of the other petrol models on this list. But the upside is that, thanks to a claimed average fuel economy of nearly 70mpg (a figure that isn't out of the question in real-world driving, either), you will definitely save money at the pumps.

Throw in reasonable insurance costs and solid residual values, and the Yaris is a credible performer in the long term. There are 114bhp and 128bhp models that get from 0-62mph in less than 10 seconds. The base Icon model is well equipped, while the levels of standard safety kit and Toyota's class-leading warranty cover of up to 10 years are hard to beat.

Kia Picanto Prices from £16,065

9

PROS

Good to drive
Big-car kit list
Spacious and well made

CONS

1.0 engine is slow
1.2 only with pricier trims
Dacia Sandero is cheaper

BUY THROUGH AUTO EXPRESS!
Scan the code to check out Kia Picantos on sale

THE Kia Picanto offers lots of kit and a driving experience more akin to that of a car from the class above. A recent facelift has seen more efficient engines and improved on-board tech added to the range, while Kia's seven-year warranty also features. If you're scouring the used-car market, finding a second-hand Picanto with plenty of warranty left to run shouldn't be all that difficult, either.

Practicality is good for a car of this size, too; all models come with five doors and there's enough space in the back for two adults to sit in relative comfort, while the boot capacity is 255 litres. Opt for the 3 trim and you'll even get an 8.0-inch infotainment screen, cruise control and auto-folding mirrors.

Skoda Fabia Prices from £20,515

PROS
Interior space
Decent on-board tech
Comfortable

6

CONS
No hybrid model
Road noise at high speed
Not that fun to drive

BUY THROUGH AUTO EXPRESS!
Scan the code to check out great Skoda Fabia offers

BUYERS after a practical supermini that has plenty of on-board tech and is comfortable on the move should put the Skoda Fabia on their shortlist. Keen pricing means the Fabia undercuts its Volkswagen Group siblings, the VW Polo and SEAT Ibiza, but its smart styling makes it just as desirable as those models.

Mechanically it's largely identical, too. The engine range stretches from a frugal 79bhp non-turbo petrol, to a punchy 148bhp 1.5-litre turbo version. The entire line-up promises economy of more than 50mpg, too. Handling is safe and the ride quality relaxed, but the car's real trump card is its interior space and impressive 380-litre boot, while the feeling of quality is obvious as soon as you climb inside.

Fiat 500e Prices from £24,985

PROS
Energy efficiency
Great to drive in town
Stylish interior design

8

CONS
Heavy depreciation
No rear doors
Light and vague steering

BUY THROUGH AUTO EXPRESS!
Scan to find great prices on the Fiat 500e city car

ELECTRIC city cars don't get much more compact or stylish than the Fiat 500e, and it fulfils its brief superbly. With entry prices around the £25k mark, the key decision to make is whether you opt for the 24kWh or 42kWh-battery version, which provide up to 118 miles or 199 miles of range respectively.

The lower figure looks a little pokey these days and Fiat charges more for its 199 miles than Citroen does for an e-C3 with identical range, but you may not mind. The 500e's cabin is as stylish as the exterior, and while a Renault 5 makes it seem a little cheap in places, the large glass area, high seating position and bright trim give it an airy feel. But the rear seats are tight and the 185-litre boot is tiny.

Hyundai i10 Prices from £16,600

PROS
Roomy cabin
Smart looks
Decent on-board tech

10

CONS
Automatic gearbox
Lacklustre base engine
Dull interior

BUY THROUGH AUTO EXPRESS!
Scan the code to find great deals on the Hyundai i10

THE Hyundai i10 is a very strong contender in the shrinking city-car market, but thanks to its clever packaging and a high level of refinement we named it the City Car of the Year at our 2023 and 2024 New Car Awards.

Most models come with either a 66bhp 1.0-litre petrol engine, which can feel sluggish on the motorway, or an 83bhp 1.2-litre. Both are frugal, but we'd stick to the manual gearbox rather than the automatic.

Top-spec N Line i10s use a 99bhp 1.0-litre variant, but the price is more than £18k. The cabin can seat four adults and a 252-litre boot capacity isn't bad for the class either. Even the entry-level Advance model boasts gadgets including air-con and cruise control.

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270
91-100g/km: £350 **101-110g/km:** £390 **111-130g/km:** £440
131-150g/km: £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190
191-225g/km: £3,300 **226-255g/km:** £4,680
255g/km and above: £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29975
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33975

500C: add £3000

695 - 3657x1627mm
Euro NCAP: N/A **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 T-Jet (180) 75th Anniversario	39.2	6.7	162	35	£32195

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39875

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£42325
2.0T (280) auto Veloce	38.2	5.7	167	34	£47325
2.0T (280) auto Tributo	38.2	5.7	167	34	£50925
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	N/A	£28100
54kWh (156) auto Junior	247	9.0	0	23	£33895
54kWh (156) auto Speciale	254	9.0	0	23	£35695
54kWh (280) auto Veloce	200	6.0	0	34	£42295

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£37405
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£42405
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44585
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49585

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	191	30	£50400
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£55400
2.0T (280) auto AWD Tributo	32.1	5.7	199	30	£59000
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£47030
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£52030
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£55630

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£55160
1.8T (300) auto A110 GT	41.5	4.2	154	44	£66170
1.8T (300) auto A110 S	40.9	4.2	156	46	£68170
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£92710

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500

Vanquish - 4850x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£29725
1.5 (116) 30 TFSI S line	48.7	9.7	133	18	£32105
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£31275
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£33555
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30780
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£33160
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32285
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34565
1.5 (204) 40 TFSI e auto Sport	941.6	7.4	7	25	£39290
1.5 (204) 40 TFSI e auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48055
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61190
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£34185
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£30300
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£32580
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31850
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£34130
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31300
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33580
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32850
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48065
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62190
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34750
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£68730
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925

Edition 1: add £5000 to S line

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825

Edition 1: add £5000 to S line

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£60010
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£74620

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£120165
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£76990

Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	384	6.0	0	43	£62530
83kWh (326) auto S line	383	6.0	0	43	£66030
100kWh (380) auto Sport perf	464	5.4	0	44	£69930
100kWh (380) auto S line perf	463	5.4	0	44	£73430
100kWh (462) quattro auto Sport	440	4.5	0	48	£75030
100kWh (462) quattro auto S line	439	4.5	0	50	£78530
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97530

Edition 1: add £5000 to S line

A6 Avant e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	364	6.0	0	43	£64330
83kWh (326) auto S line	362	6.0	0	43	£67830
100kWh (380) auto Sport perf	437	5.4	0	44	£71730
100kWh (380) auto S line perf	436	5.4	0	44	£75230
100kWh (462) quattro auto Sport	418	4.5	0	48	£76830
100kWh (462) quattro auto S line	415	4.5	0	50	£80330
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99330

Edition 1: add £5000 to S line

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£61280
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£59020

S line: add £2300 to Sport
Black Edition: add £2800 to S line

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (680) quattro auto S	375	3.4	0	50	£107770
105kWh (857) quattro auto RS	368	2.8	0	50	£126370
105kWh (857) quat at RS Carbon Bl	369	2.8	0	50	£138870
105kWh (925) quat at RS perf	365	2.5	0	50	£142870
105kWh (925) quat at RS perf Carbon	365	2.5	0	50	£155370

Vorsprung: add £22900 to S, add £11000 to RS Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£86645
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94430
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98430
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£116485
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£83910
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£87910

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 **Warranty:** 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38980
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43315
3.0TT (374) auto M240i xDrive	34.4	4.3	185	37	£49970
3.0TT (480) M2	28.0	4.2	229	42	£70630
3.0TT (480) auto M2	29.1	4.0	221	42	£68705

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	191	45	£87030
4.4 V8TT (530) auto M850i xDrive	26.6	3.9	242	50	£120135
4.4 V8TT (625) at M8 Competition	25.0	3.2	259	50	£145450

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	32.8	5.5	195	48	£94030
4.4 V8TT (530) auto M850i xDrive	26.2	4.1	247	50	£127315
4.4 V8TT (625) at M8 Competition	24.6	3.3	263	50	£152450

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
44.9kWh (95) auto Active	211	N/A	0	23	£26195
44.9kWh (95) auto Boost	193	N/A	0	31	£27195
60.4kWh (204) auto Comfort	265	7.0	0	33	£30195
60.4kWh (204) auto Design	265	7.0	0	33	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	128	N/A	£18305
1.2 Hybrid (110) auto Plus	56.5	9.8	114	N/A	£20115
1.2 Hybrid (110) auto Max	56.5	9.8	114	N/A	£21815
44kWh (113) auto Plus	199	10.4	0	N/A	£22095
44kWh (113) auto Max	198	10.4	0	N/A	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£23750
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£25640
1.2 Hybrid (100) auto You!	62.1	10.7	107	16	£22595
1.2 Hybrid (136) auto Plus	62.1	8.0	107	23	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	23	£26925
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Max	219	10.0	0	22	£28715
54kWh (156) auto Max	257	9.2	0	23	£31505

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£26925
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	47.3	10.4	139	20	£31355
1.2 PureTech (130) auto Max	47.3	10.4	140	20	£33695
1.2 Hybrid (136) auto Plus	58.8	9.7	116	23	£32615
1.2 Hybrid (136) auto Max	58.8	9.7	116	23	£34995
1.6 PureTech PHEV (225) auto Plus	269.5	7.9	32	31	£39555
1.6 PureTech PHEV (225) auto Max	269.5	7.9	33	31	£41895

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£20605
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£24065
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£26065
44kWh (113) auto Plus	188	12.9	0	N/A	£23095
44kWh (113) auto Max	188	12.9	0	N/A	£25095

Seven seats: add £765 to 1.2

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** 9th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	53.3	10.2	127	18	£28505
1.2 Hybrid (136) auto Max Edition	53.3	10.2	128	18	£33145
1.6 PureTech PHEV (225) at Max Ed	220.9	8.2	33	28	£37630
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£27780
1.5 BlueHDi (130) auto Max Edition	54.1	10.6	144	19	£32420

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to

NEW CAR PRICES

e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£14715
1.0 TCe (90) Expression	53.3	12.2	119	14	£15715
1.0 TCe (90) Journey	53.3	12.2	119	14	£16715
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£18215
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£16015
1.0 TCe (90) Expression	50.4	12.0	127	10	£17015
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19915
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18970
1.0 TCe (110) Expression	48.7	11.2	132	13	£20270
1.0 TCe (110) Extreme	48.7	11.2	132	13	£21120
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£24305

Spring - 3701x1583mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£19380
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21820
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression	50.0	9.8	122	27	£25215
1.2 TCe (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28190

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32580
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33380
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34520
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£39210
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£41150

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£34630
1.2 Hybrid (136) auto Pallas 55	54.3	10.4	117	20	£35730
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£35720
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£38070

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56310
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64910

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) auto Etoile	220.9	8.9	33	35	£52380
1.5 BlueHDi (130) auto Pallas	53.3	10.7	146	27	£40580
1.5 BlueHDi (130) auto Etoile	53.3	10.7	146	28	£44600

No. 8 - 4820x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54690
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£38800
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£44000
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770
2.3T EcoBoost (280) ST	35.3	5.8	183	27	£38800
2.3T EcoBoost (280) auto ST	35.8	5.8	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	N/A	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	N/A	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	N/A	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	N/A	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	N/A	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680
2.0T (329) Type R	34.4	5.4	189	43	£51905

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	N/A	£23805
49kWh (115) auto 01	229	10.6	0	N/A	£25055
49kWh (115) auto 02	223	10.6	0	N/A	£26755
49kWh (115) auto Cross	229	10.6	0	N/A	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
48kWh (156) auto Advance	234	8.8	0	25	£32400
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	21	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** 12th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

Ceed - 4310x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	48.7	9.5	128	13	£23325
1.5 T-GDi (138) GT-Line	48.7	9.5	131	13	£26025
1.5 T-GDi (138) 3	49.6	9.5	131	13	£26525
1.5 T-GDi (138) auto GT-Line	47.9	9.7	134	13	£26980
1.5 T-GDi (138) auto 3	47.9	9.7	134	13	£27480
1.5 T-GDi (138) auto GT-Line S	44.8	9.7	142	15	£31485

Ceed Sportswagon - 4600x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	49.6	9.7	129	13	£24070
1.5 T-GDi (138) 3	47.9	9.7	133	13	£27125
1.5 T-GDi (138) auto 3	47.1	9.9	136	13	£28225

ProCeed - 4605x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) GT-Line	47.9	9.7	133	13	£27125
1.5 T-GDi (138) auto GT-Line	47.9	9.9	134	13	£28080
1.5 T-GDi (138) auto GT-Line S	44.8	9.9	144	14	£32585

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (577) auto AWD GT	263	3.5	0	45	£62675

GT-Line S: add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (122) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (122) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (161) at Essential L. Range	249	10.7	0	N/A	£TBC
71.2kWh (161) auto Plus Long Range	249	10.7	0	N/A	£TBC

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** 30th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4515x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi 48v (157) 2	44.1	9.8	149	19	£30170
1.6 T-GDi 48v (157) GT-Line	44.1	9.8	146	20	£32670
1.6 T-GDi 48v (157) auto GT-Line	44.8	9.8	146	20	£34370
1.6 T-GDi 48v (157) auto GT-Line S	42.2	9.8	147	31	£39570
1.6 T-GDi HEV (212) auto GT-Line	51.4	8.4	129	22	£36215
1.6 T-GDi HEV (212) auto GT Line S	51.4	8.4	132	24	£41470
1.6 T-GDi HEV (212) at GT-Li S AWD	45.6	8.7	146	24	£43070
1.6 T-GDi PHEV (248) at GT-Li AWD	235.4	8.4	25	26	£40685
1.6 T-GDi PHEV (248) at GT-L S AWD	235.4	8.4	25	27	£45885

3: add £1000 to GT-Line

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

NEW CAR PRICES

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24280
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25575
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27475
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29425

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24730
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25830
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£27530
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27875
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£29075
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27675
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29975
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£31575

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£26135
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27735
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£29435
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£29235
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30935
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£29535
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31835
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£36535
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£31135
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£33435
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£38035

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31605
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33605
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£36205

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31330
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34430
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36830
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33750
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36850
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£39250
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£42280
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36630
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£39050
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£41450
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£43880

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£46640
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£49790
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£50740
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£46700
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£49350
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£52500
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£53450

Plus: add £2800 to PHEV, add £2600 to diesel (not Exclusive-Line)

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£49780
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£52930
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£53880
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£52475
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£55625
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£56575

Plus: add £2650 to PHEV, add £3270 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28285
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30285
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£33115
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£35515

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	131	20	£31300
1.3T (136) auto A 180 Sport Exec	47.1	9.2	131	20	£32685
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£34235
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41165
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£47960
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£65395
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£35235

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£33180
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34730
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41760
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£47790
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35830

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	136	25	£35965
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£37065

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4731x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
85kWh (272) at 250+ Sport Edition	484	6.7	0	N/A	£45615
85kWh (272) at 250+ AMG Line Ed	482	6.7	0	N/A	£49375
85kWh (272) at 250+ AMG Line Prem	462	6.7	0	N/A	£51770

C-Class - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	43.5	7.3	142	38	£46175
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	153	40	£53495
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51970
2.0T (408) auto AMG C 43 4MATIC	30.7	4.3	209	44	£69960
2.0T (476) at AMG C 63 S e 4MT+	31.4	3.4	205	50	£100935
2.0 (200) auto C 220 d AMG Line	60.1	7.5	119	39	£47575
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	136	41	£54925

C-Class Estate - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.5	147	38	£47925
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	157	40	£55245
2.0T (313) auto C 300 e AMG Line	565.0	6.3	13	45	£57220
2.0T (408) auto AMG C 43 4MATIC	30.4	4.4	209	44	£71710
2.0T (476) at AMG C 63 S e 4MAT+	31.4	3.4	205	50	£102685
2.0 (200) auto C 220 d AMG Line	62.8	7.6	123	39	£49235
2.0 (265) at C 300 d AMG Li Prem	53.3	5.8	139	41	£56675

E-Class - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	43.5	7.5	148	42	£56650
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£65720
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£70845
3.0T (449) at E 53 Hyb 4MATIC+	313.9	3.8	21	50	£92120
2.0 (197) auto E 220 d AMG Line	58.9	7.6	125	42	£58300
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£67720
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	11	50	£72845
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£81095

E-Class Estate - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	41.5	7.8	155	42	£59720
2.0T (313) at E 300 e Urban Edition	470.8	6.5	14	50	£67970
2.0T (313) at E 300 e AMG Line P	470.8	6.5	14	50	£73095
3.0T (449) at E 53 Hyb 4MATIC+	282.5	3.9	23	50	£94370
2.0 (197) auto E 220 d AMG Line	56.5	7.9	131	42	£60650
2.0 (197) auto E 300 de Urban Ed	565.0	6.6	12	49	£69970
2.0 (197) at E 300 de AMG Line Pr	565.0	6.6	13	50	£75095
3.0 (367) at E 450 d AMG Li Pr 4MT	44.8	5.0	164	50	£83345

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69365
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74615
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82615
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105995

AMG GT 4-Door - 5054x1953mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.4	3.2	298	50	£159300
4.0 V8TT (843) at AMG GT 63 S E Prf	25.2	2.9	254	50	£182450

S-Class - 5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (299) at S 450 e L 4MT AMG Line	403.6	5.9	17	50	£111665
3.0 (449) at S 500 L 4MT AMG Line	32.8	4.7	195	50	£112895
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£119370
3.0 (517) at S 580 e Maybach	313.9	5.1	21	50	£174770
4.0 V8 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£181490
4.0 V8TT (802) auto AMG S 63 E Perf	35.8	3.3	179	50	£193525
6.0 V12 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£226595
3.0 (313) auto S 350 d L AMG Line	44.8	5.6	166	50	£100390
3.0 (367) at S 450 d L 4MT AMG Li	43.5	5.0	171	50	£105785

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) auto 350 AMG Line	409	6.7	0	50	£99845
118kWh (360) at 450+ AMG Line	481	6.2	0	50	£112620
118kWh (360) at 450 4MAT AMG Li	467	5.7	0	50	£115920

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£76320
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£81600
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£91960
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£77330
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£82610
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£88770
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88455

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) at EQV 300 Exec Long	222	12.1	0	44	£92255

GLA-Class - 4412-4436x1834-1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.8	10.0	148	29	£35880
1.3T (163) at 200 Sport Executive	43.5	8.9	148	29	£38065
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	24	40	£45630
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£55570
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£73330
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£39115
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£46990

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49760
67kWh (190) auto 250+ Urban Ed	346	8.6	0	44	£52020
67kWh (228) auto 300 4MT AMG Li	280	7.7	0	46	£53020

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	41.5	9.3	155	28	£40190
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£40420
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£48110

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52810
71kWh (190) auto 250+ Urban Ed	321	8.9	0	N/A	£55070
67kWh (228) auto 300 4MT AMG Li	271	8.0	0	29	£55320

GLC-Class - 4721-4749x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.2	6.2	167	42	£56495
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£59970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£64470
2.0T (443) at AMG GLC 43 4MATIC	27.2	4.5	236	45	£76715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£125185
2.0 (219) at 220 d 4MAT AMG Line	53.3	8.0	140	40	£54450
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£63895
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	12	49	£62220
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	12	49	£66720

GLC-Coupe - 4769-4792x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.7	6.3	167	43	£62220
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£70470
2.0T (443) at AMG GLC 43 4MATIC	27.4	4.5	231	45	£78715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£127185
2.0 (219) at 220 d 4MAT AMG Line	54.3	8.1	138	41	£60175
2.0 (291) at 300 d 4MT AMG L Prm	49.6	6.4	149	44	£68800

GLE-Class - 4926-4934x2015mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (375) at 400 e 4M Urban	94.2	6.1	69	47	£80490
3.0 Hyb (619) auto AMG 53 4MATIC+	67.3	4.7	95	50	£94835
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£96665
4.0 V8TT (612) at AMG 63 S 4MT+	22.4	3.9	287	50	£139350
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£78050
3.0 (389) at 450 d 4MAT Urban Ed	37.7	5.6	196	48	£82160
3.0 (329) at 350 de 4MAT Urban Ed	128.4	6.9	58	48	£78490

Seven seats: standard on GLE 300 d, GLE 450 d, AMG 53 non hybrid
AMG Line: add £5000 to Urban Ed

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	97.4	6.1	65	49	£83490
3.0 Hyb (619) auto AMG 53 4MATIC+	72.4	4.7	88	50	£103880
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£105790
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£148350
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	194	49	£85160
3.0 (389) at 350 de 4MT Urban Ed	134.5	6.9	55	49	£81490

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	378	6.9	0	50	£75505

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
91kWh (292) at 350 4MAT AMG Li Ed	342	6.6	0	50	£80005
96kWh (408) at 500 AMG Line Ed	365	5.0	0	50	£90570
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£115130

GLS-Class - 5209-5233x1956-2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	26.7	6.1	241	47	£114180
4.0 V8TT (579) at 600 Maybach	20.5	4.9	313	50	£182950
4.0 V8TT (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8TT (634) at AMG 63 4MAT+	21.1	4.2	303	50	£158400
3.0 (367) at 450 d 4MAT AMG Line	33.6	6.1	222	50	£110800

Business Class: add £10000 to AMG Line

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480
118kWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118kWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8TT (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 d AMG Line	31.4	5.8	235	50	£141065
116kWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870

Carbon Edition: add £10000 to AMG G 63 **Manufaktur Edition:** add £16500 to AMG G 63 **Magno Edition:** add £19000 to AMG G 63

CLE-Class Coupe - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG Li P	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075

CLE-Class Cabriolet - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG Li P	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG Li P	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.4	4.7	215	50	£118910
4.0 V8TT (476) at SL 55 4MT Prem+	21.7	3.9	305	50	£152900
4.0 V8TT (585) at SL 63 4MT Prem+	21.7	3.6	305	50	£177150
4.0 V8TT (816) at SL 63 4MT S E Prf	28.3	2.9	228	50	£196740

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8TT (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8TT (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8TT (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8TT (816) at GT 63 4MT S E Perf	26.7	2.8	241	50	£186290

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495

MGS5 EV - 4476x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (231) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£23150
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£25350
2.0T (204) auto S Classic	45.6	6.6	140	25	£27550
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29750
41kWh (184) auto E Classic	190	7.3	0	20	£30000
41kWh (184) auto E Exclusive	190	7.3	0	20	£32200
54kWh (218) auto SE Classic	250	6.7	0	26	£34500
54kWh (218) auto SE Exclusive	250	6.7	0	26	£36700

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	N/A	£24050
1.5T (156) auto C Exclusive	46.3	8.0	137	N/A	£26250
2.0T (204) auto S Classic	44.8	6.8	142	N/A	£28450
2.0T (204) auto S Exclusive	44.8	6.8	142	N/A	£30650

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£31800
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£34550
49.2kWh (218) auto SE Classic	251	7.1	0	23	£36300
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£39050

Sport: add £1850 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29340
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31840
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£34740
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£37650
2.0T (300) auto JCW ALL4	36.2	5.4	177	30	£41575
64.6kWh (204) auto E Classic	286	8.6	0	23	£42080
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£44580
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£47180
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£49680

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Leaf - 4490x1812mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995

N-Connecta: add £1500 to Acenta
Tekna: add £3000 to Acenta

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 42nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30135
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£34845
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£30855
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35565
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32455
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37465
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39250
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34430
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39620

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£35175
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£41240
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37540
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43655
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£39790
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£45855

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39645
63kWh (217) auto Advance	250	7.5	0	30	£43145
87kWh (242) auto Engage	330	7.6	0	34	£44645
87kWh (242) auto Advance	329	7.6	0	34	£48145
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50845

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 6th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	58.2	10.1	117	21	£23710
1.2 Hybrid (100) auto Allure	65.9	9.8	102	22	£25510
1.2 Hybrid (100) auto GT	65.9	9.8	104	21	£27660
1.2 Hybrid (136) auto GT	65.0	8.1	105	29	£28860
50kWh (136) auto Allure	225	8.1	0	28	£29950
50kWh (136) auto GT	225	8.1	0	31	£32100
51kWh (156) auto Allure	259	8.2	0	28	£30750
51kWh (156) auto GT	259	8.2	0	31	£32900

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Active	51.9	9.7	126	19	£29645
1.2T PureTech (130) auto GT	51.9	9.7	130	20	£33670
1.2T Hybrid (136) auto Active	62.6	9.3	107	19	£30265
1.2T Hybrid (136) auto GT	62.6	9.3	111	21	£34470
1.6 PHEV (180) auto Allure	242.7	7.6	28	26	£38060
1.6 PHEV (180) auto GT	242.7	7.6	29	28	£40870
1.6 PHEV (225) auto GT	242.7	7.5	29	29	£42270
1.5 BlueHDi (130) auto Active	59.6	10.6	128	19	£30865
1.5 BlueHDi (130) auto GT	59.6	10.6	132	21	£35070
54kWh (156) auto Allure	257	9.8	0	24	£38650
54kWh (156) auto GT	257	9.8	0	25	£40720

308 SW: add £1200 **Allure:** add £1530 to Active

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Allure	48.1	10.4	136	19	£33195
1.2T PureTech (130) auto GT	48.1	10.4	136	21	£35935
1.2T Hybrid (136) auto Allure	58.8	10.2	114	N/A	£33810
1.2T Hybrid (136) auto GT	58.8	10.2	114	N/A	£36730
1.6 PHEV (180) auto Allure	231.9	8.1	31	28	£40550
1.6 PHEV (180) auto GT	231.9	8.1	31	29	£43410
1.6 PHEV (225) auto GT	232.3	7.8	31	31	£44820

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto Allure	274.8	7.9	34	36	£45765
1.6 Hybrid (225) auto Allure SW	274.8	8.0	37	36	£46965

e-Rifter - 4403-4753x1878mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (100) auto Allure	199	N/A	0	N/A	£32320
50kWh (100) auto GT	199	N/A	0	N/A	£35115
50kWh (100) auto Allure Long	199	N/A	0	N/A	£33220
50kWh (100) auto GT Long	199	N/A	0	N/A	£36015

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	10.8	0	38	£48995
75kWh (136) auto Active Long	217	10.8	0	40	£49895

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Allure	52.7	9.7	131	16	£28405
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£30010
1.2 Hybrid (136) auto Allure	62.1	8.3	111	23	£30805
50kWh (136) auto Allure	232	9.8	0	26	£34400
54kWh (156) auto Allure	271	9.1	0	26	£35200

GT: add £2150 to Allure (not PureTech 130 manual)

3008 - 4542x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£35035
1.2T PHEV (195) auto Allure	356.2	7.8	19	N/A	£40750
73kWh (210) auto Allure	327	8.8	0	32	£45950
98kWh (230) auto Allure	422	N/A	0	N/A	£48650

GT: add £3800 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£37735
1.2T PHEV (195) auto Allure	356.2	8.3	23	N/A	£43450
73kWh (210) auto Allure	311	9.7	0	33	£48650

GT: add £3800 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	343	6.2	0	34	£44950
82kWh (295) auto Long Range	408	5.9	0	35	£48950
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£52950
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	392	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	347	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	367	4.8	0	50	£86500
89kWh (544) auto 4S	346	3.7	0	50	£95900
105kWh (408) auto Perf Battery+	421	4.8	0	50	£90954
105kWh (544) at 4S Perf Battery+	399	3.7	0	50	£100196
105kWh (884) auto Turbo	391	2.7	0	50	£134100
105kWh (952) auto Turbo S	391	2.4	0	50	£161400
105kWh (1034) auto Turbo GT	344	2.3	0	50	£186300
105kWh (1034) at T GT Weissach	345	2.2	0	50	£186300

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	351	4.8	0	50	£87300
89kWh (544) auto 4S	332	3.7	0	50	£96700
105kWh (408) auto Perf Battery+	404	4.8	0	50	£91754
105kWh (544) at 4S Perf Battery+	383	3.7	0	50	£100996
105kWh (884) auto Turbo	377	2.7	0	50	£134800
105kWh (952) auto Turbo S	375	2.4	0	50	£162100

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (435) auto 4	381	4.7	0	50	£96800
105kWh (598) auto 4S	379	3.8	0	50	£100400
105kWh (884) auto Turbo	371	2.8	0	50	£135200
105kWh (952) auto Turbo S	370	2.5	0	50	£162500

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£82500
2.9 V6 (353) auto 4	27.7	5.0	230	50	£85500
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£91000
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£102100
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£125600
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£145400
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£168700

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£54900
2.0T (265) auto T	28.0	6.2	229	39	£59900
3.0 V6 (380) auto S	25.4	4.8	251	42	£61500
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£73400

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£67200
100kWh (408) auto 4	381	5.2	0	46	£69800
100kWh (516) auto 4S	377	4.1	0	48	£75400
100kWh (639) auto Turbo	367	3.3	0	50	£95000

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£76000
4.0 V8TT (474) auto S	22.8	5.0	282	48	£91500
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£106100
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£84800
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£93700
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£139100

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£80100
4.0 V8TT (474) auto S	22.6	4.7	284	50	£96900
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£107700
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£88500
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£98500
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£144500
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£164800

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.0	3.9	230	50	£99800
3.6TT (541) auto Carrera GTS	26.9	3.0	239	50	£132600
3.6TT (541) auto Carrera 4 GTS	26.9	3.0	239	50	£139100
3.7TT (650) auto Turbo 50 Years	23.0	2.7	278	50	£200600
4.0 (525) auto GT3 RS	21.1	3.2	305	50	£192600
4.0 (525) S/T	20.5	3.7	313	50	£231600

GT3 Touring Package: same as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.4	4.1	235	50	£109800
3.6TT (541) auto Carrera GTS	26.4	3.1	243	50	£142600
3.6TT (541) auto Carrera 4 GTS	26.4	3.1	244	50	£149100

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Evolution	285	7.5	0	26	£33995
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23895
1.6 E-Tech (145) auto Evolution	61.4	10.6	103	16	£24995
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26695
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28395

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29495
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31495
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33495

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** 40th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** 21st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 2nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	18	£31849
50kWh (136) auto Design Medium	160	11.2	0	19	£36464
50kWh (136) auto Icon Long	160	11.2	0	19	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 48th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21210
1.0 TSI (95) Life	55.2	10.8	116	8	£22150
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24550
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23585
1.0 TSI (95) auto R-Line	52.3	11.5	123	11	£25985
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27210
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30430

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27760
1.5 TSI (115) Match	51.9	9.9	124	17	£27935
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	51.0	8.6	126	21	£29075
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31100
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30665
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£32690
1.5 TSI PHEV (204) auto Match	1000.4	7.2	6	26	£36140
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40330
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40025
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42780
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£44535
2.0 TDI (115) Match	63.5	10.2	115	19	£29730
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34500

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29195
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£30785
1.5 TSI (150) Life	51.5	8.8	125	21	£30325
1.5 TSI (150) Style	50.2	8.8	128	22	£31995
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£31915
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33585
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45970
2.0 TDI (115) Life	64.4	10.5	115	19	£30990
2.0 TDI (150) auto Style	59.5	8.4	124	24	£35390

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	26	£30850
58kWh (204) auto Pro Essential	269	7.6	0	26	£35730
77kWh (204) auto Pro S Essential	346	8.2	0	26	£39220
79kWh (326) auto GTX Performance	369	5.7	0	34	£46315

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£39610
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£42705
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47035
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44335
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47430
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48680
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£50150
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51200

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	38	£51580
86kWh (286) auto Pro S Match	436	6.6	0	39	£55480
86kWh (340) auto 4MOTION GTX	365	5.4	0	41	£62010

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	38	£52270
86kWh (286) auto Pro S Match	424	6.7	0	38	£56170
86kWh (340) auto 4MOTION GTX	358	5.5	0	41	£62700

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Match	44.4	8.9	145	18	£39960
1.5 TSI (150) auto Match	43.1	8.9	149	18	£41260
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£40805

R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59545
86kWh (286) auto Style LWB	286	7.9	0	40	£64345
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67945

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24550
1.0 TSI (115) Life	53.4	9.9	120	14	£25385
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26980
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29920
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30875
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32370

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24895
1.0 TSI (115) Life	51.8	10.1	124	10	£25740
1.0 TSI (115) Style	50.8	10.1	127	10	£28550
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£27350
1.0 TSI (115) auto Style	48.9	10.3	132	10	£30210
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£31660
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29045
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30615
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32355
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION R-Line	38.7	6.8	166	24	£40245
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43740
2.0 TDI (150) auto R-Line	56.4	8.8	131	19	£39175

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115) **Black Edition:** add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35405
1.5 TSI (150) Style	45.1	10.0	142	19	£36920
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39540
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38620
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41240

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	221	9.0	0	23	£39580
77kWh (286) auto Match Pro	339	6.7	0	33	£44390
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46110
77kWh (340) auto 4MOTION GTX Ed	319	5.4	0	39	£52235

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	226	8.9	0	25	£41080
77kWh (286) auto Match Pro	344	6.7	0	35	£45890
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53735

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£35105
1.5 TSI (130) auto Life	45.7	10.6	141	18	£36950
1.5 TSI (150) auto Life	45.3	9.1	142	21	£37750
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£40320
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£40725
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42555
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45125
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45530
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48250
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	176	29	£45605
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	32	£48570
2.0 TDI (150) auto Life	52.2	9.4	142	22	£38950
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41520
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£41925

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	25	£39850
1.5 TSI (150) auto Elegance	44.1	9.4	146	25	£42420
1.5 TSI (150) auto R-Line	42.9	9.4	150	25	£42825
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	30	£43905
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	30	£46475
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	30	£46880
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	33	£49600

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71280
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82840
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£72875

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	38	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	39	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

FOR longer than most of us can remember, the financial rules of the refuelling game at forecourts have been fair and easy to understand. In the interests of genuine and much-needed consumer choice, it has gone a bit like this...

Motorists watching the pennies have tended to shop at Sainsbury's, Morrisons, Asda and other supermarkets where own-brand fuel has been cheapest. Drivers less concerned about prices have used traditional forecourts, where oil giants such as Esso and Shell sell generally more expensive fuels.

This is a textbook case of you pay your money and take your choice! I've long believed that such a consumer-friendly arrangement couldn't be simpler.

But for the first time ever, I'm starting to question it. No longer can I, or you, assume that supermarkets will offer the lowest pump prices. I hope I'm wrong, but I fear that the rules of engagement are changing, because in the hundreds of miles I've driven over the past week, I've bought fuel everywhere from traditional forecourts to supermarkets – and it's the latter that have got their prices horribly wrong as far as I, and my wallet, are concerned.

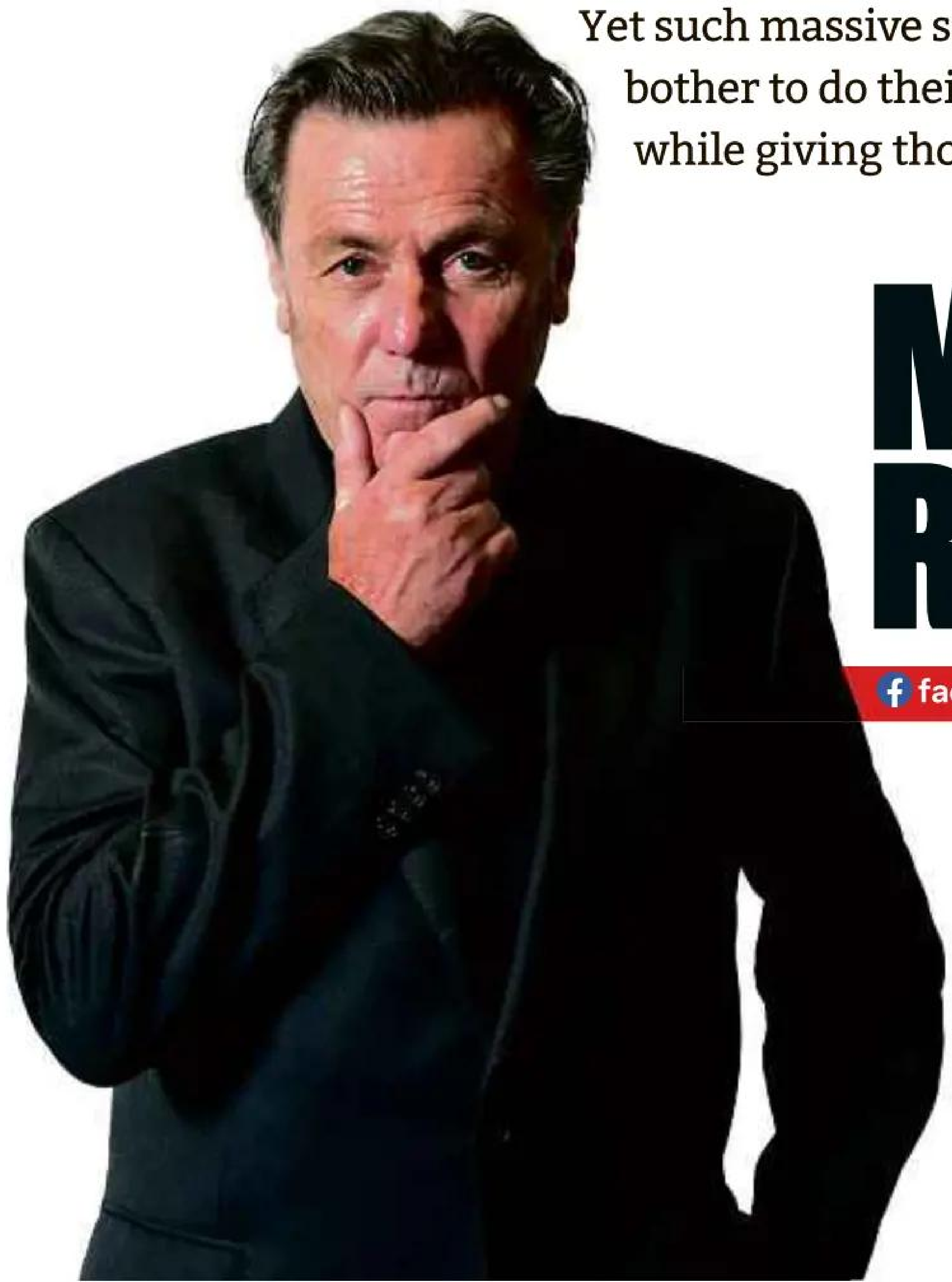
Examples of outlets (in the same area) I bought from, or boycotted, within a 24-hour window last week: unleaded costing 131p per litre (£5.95 a gallon) on Esso forecourts (plural) and 132p (£6.00) at a nearby Shell garage. Yet just up the road, a Sainsbury's site demanded 135p (£6.14) and Morrisons and Asda outlets wanted 134p (£6.08).

I fear it could be the end of an era. The business model that has hitherto operated on the basis that supermarkets should offer the cheapest fuel seems broken. Great shame, that. And before anyone argues that all this tight-fisted, penny-pinching stuff from me is unimportant in the great scheme of things, consider this: a private motorist driving 10,000 miles annually over 50 years – between the ages of 18 and 68 perhaps – will enjoy half a million miles, or thereabouts, behind the wheel. If he or she typically achieves around 40mpg and, at today's prices, pays £7 a gallon (154 ppl) instead of the sub-£6 gallon (131p) he/she could be paying, £250 will be wasted every year. Over five decades that equates to an overspend of £12,500 – the price of a decent used premium car.

Get ripped off by being daft enough to stump up £8 per gallon (176ppl) in today's money and you'll needlessly overspend £500 annually or, over the course of that half-century driving life, about £25k. This is equivalent to buying a brand new Renault 5 (officially crowned The New Car World Champ 24/25) while still leaving enough change for an exotic holiday for a week or two. Crazy but true!

Yet such massive savings really are achievable for drivers who bother to do their homework and find the lowest prices – while giving those priced highest the swerve they deserve!

> **"PAY 131P PER LITRE, NOT THE 154P YOU COULD BE PAYING, AND DURING YOUR LONG DRIVING LIFE YOU MIGHT SAVE ENOUGH TO BUY AND OWN A DECENT USED PREMIUM CAR"**



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Official fuel consumption for the CUPRA Terramar range mpg (litres/100km) combined: 32.1 – 706.2 (8.8 - 0.4). Combined CO_2 emissions: 199-10g/km. Figures include the following models: CUPRA Terramar petrol and e-HYBRID. Plug-in e-HYBRID vehicles require mains electricity for charging. Figures for e-HYBRID vehicles were obtained using a combination of battery power and fuel. Figures shown are for comparability purposes; only compare fuel consumption, CO_2 and electric range figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. Data correct as at March 2025.